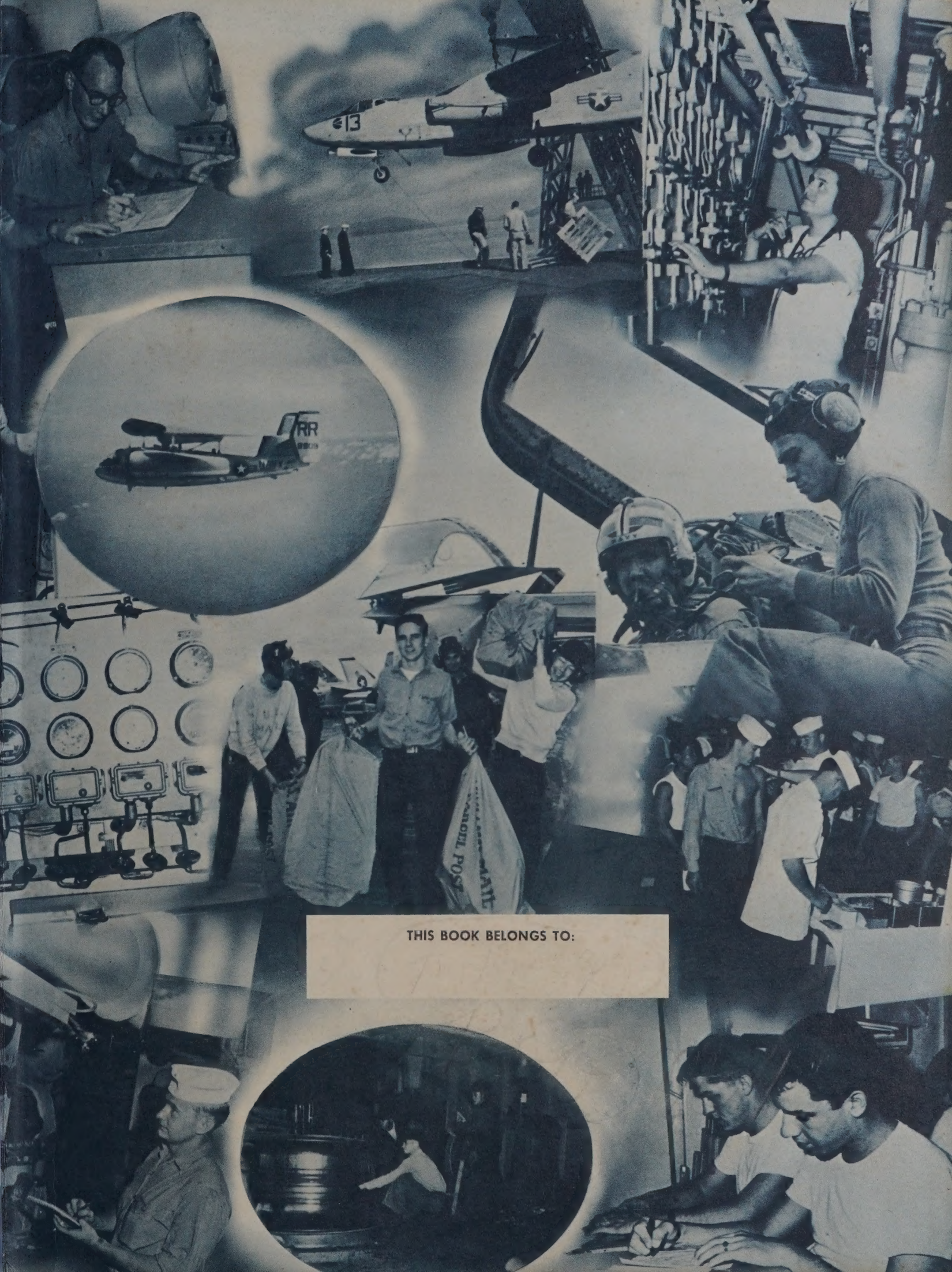
U.S.S. ORISKANY

CVA 34



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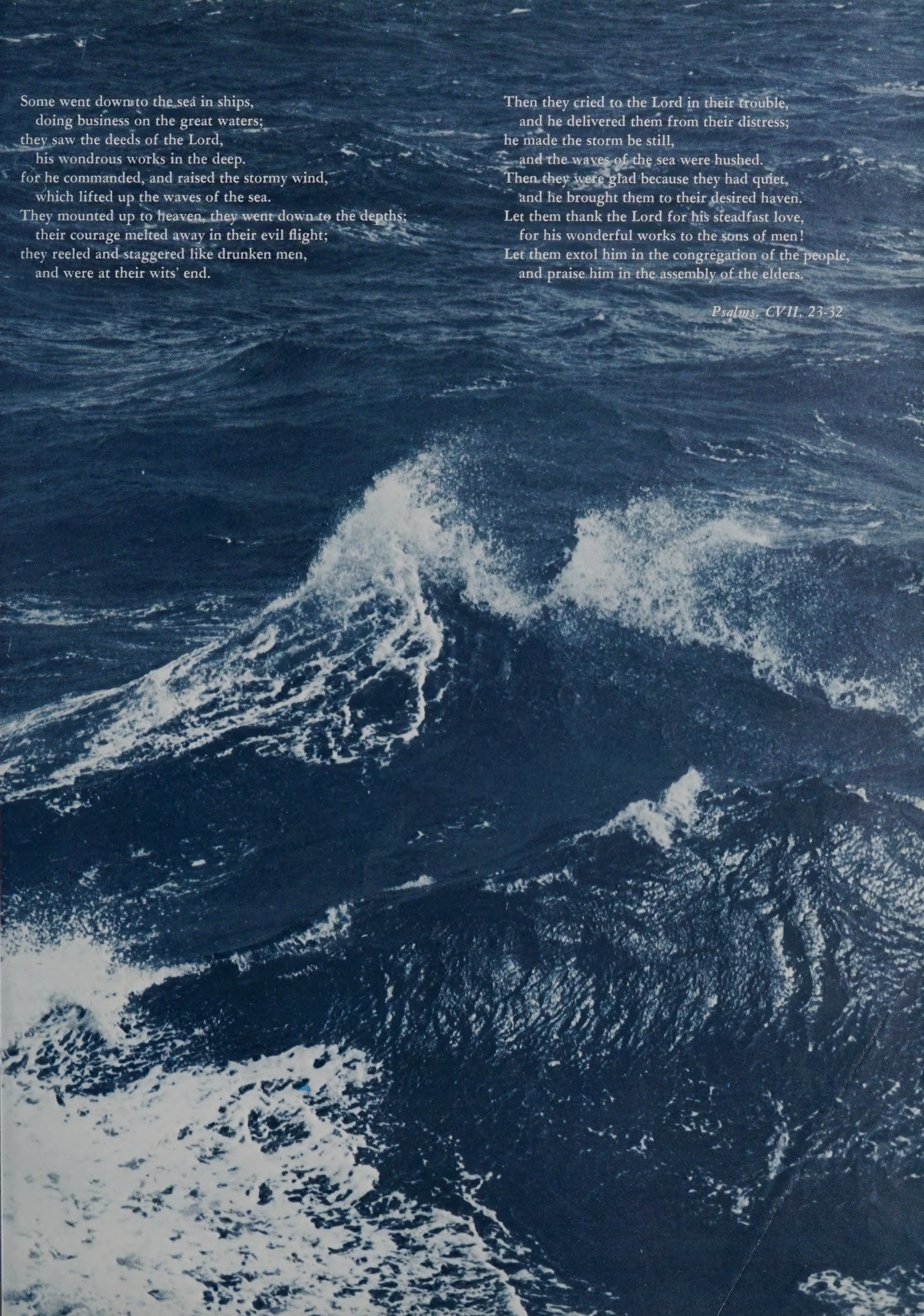
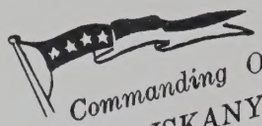


Some went down to the sea in ships,
doing business on the great waters;
they saw the deeds of the Lord,
his wondrous works in the deep.
for he commanded, and raised the stormy wind,
which lifted up the waves of the sea.
They mounted up to heaven, they went down to the depths;
their courage melted away in their evil flight;
they reeled and staggered like drunken men,
and were at their wits' end.

Then they cried to the Lord in their trouble,
and he delivered them from their distress;
he made the storm be still,
and the waves of the sea were hushed.
Then they were glad because they had quiet,
and he brought them to their desired haven.
Let them thank the Lord for his steadfast love,
for his wonderful works to the sons of men!
Let them extol him in the congregation of the people,
and praise him in the assembly of the elders.

Psalms, CVII, 23-32



Commanding Officer
U.S.S. ORISKANY (CVA-34)
Care of Fleet Post Office
San Francisco, California

10 March 1964

Dear ORISKANY Shipmates:

This book is the pictorial story of a year in our ship's life of service. The time span covers ORISKANY's FIRST FLEET workup period in EASTPAC through her sixth Far East deployment with the SEVENTH FLEET. It is hoped that the good shipmates, pleasant memories and satisfaction of a job well done will be recalled. The way we lived and worked is told, but omitted is the story of family separations, sacrifices, long hours, and continual challenge.

ORISKANY has been a ready man-of-war utilized as an instrument of foreign policy to support our nation's objectives of world stability and peace. As individuals it has been our privilege to participate in the team effort which has been responsible for ORISKANY's performance and her contribution to our country's posture of readiness. Each of us can be proud of the part we have played.

Respectfully,

H. J. TRUM
Captain, U.S. Navy

UNITED STATES SHIP ORISKANY

ATTACK AIRCRAFT CARRIER 34

THE BATTLE OF ORISKANY
August 6, 1777

The Declaration of Independence was a year old when Americans found themselves threatened by a well planned, large scale, triple threat attack by British forces led by General Sir William Howe northward up the Hudson River from New York City and by General Burgoyne southward from Montreal. A third force under Colonel St. Leger was to proceed westward from Montreal to Oswego on Lake Ontario, from there southward to Fort Stanwix (the present Rome), and thence through the Mohawk Valley to Albany where they would join forces with Burgoyne and Howe. If this plan had succeeded the consequences might have been fatal to the American cause.

St. Leger reached Fort Stanwix on August 3 and began preparations for an attack. Meanwhile, Brigadier General Nicholas Herkimer, who lived thirty-three miles to the eastward, had called the local militia, 800 of whom on August 4 began a march under his command to relieve the garrison at Fort Stanwix. Hearing of this movement St. Leger sent out on the evening of August 5 a force composed of 80 whites and most of the Indians to waylay Herkimer's men. Six miles east of Fort Stanwix they hid on the western slope of a heavily wooded ravine at Oriskany across which ran a rough road over which Herkimer's force would pass. That same night Herkimer sent scouts to Fort Stanwix to arrange for joint action with the defenders who were to fire a cannon shot to indicate that the messengers had arrived.

Early on the morning of August 6 Herkimer was induced against his better judgment to move toward Fort Stanwix before he heard the cannon signal. At ten o'clock he crossed the ravine with the major part of his force and was met by a murderous fire from ambush on three sides. His wagon train which was just entering the ravine halted; the rear guard fled, but Herkimer and those who had crossed the ravine stood and fought it out. Early in the battle Herkimer's horse was shot from under him and he received a wound in the leg, from which he later died. Propped up on his saddle against a tree he continued to direct the hand-to-hand fighting, with knife, gun and tomahawk.

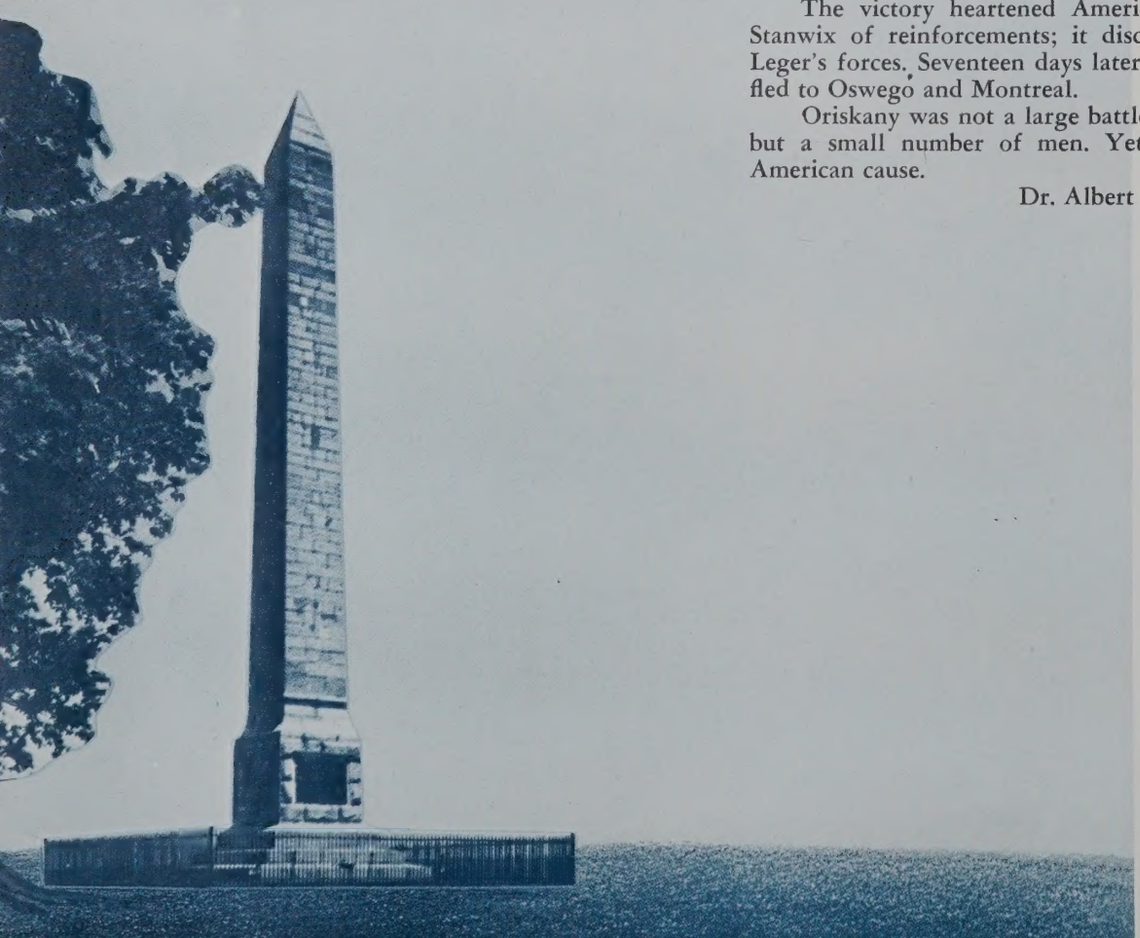
Then came a terrific thunderstorm which interrupted the fighting. The battle had scarcely been resumed when the boom of the cannon at Fort Stanwix was heard. The Indians, discouraged by their losses, were alarmed by the sound of the cannon and raised the cry of retreat. Deserted by their Indian allies, the whites retreated also and left the field to the exhausted militia.

Meanwhile a detachment of 250 men had left Fort Stanwix to attack St. Leger's camp nearby. They returned from the sortie with large quantities of supplies and equipment without a single casualty. This was in sharp contrast to the battle of Oriskany where one half of the Americans who took part were either killed or wounded. It has been known quite properly as the bloodiest battle of the Revolution.

The victory heartened Americans; it assured the defenders of Fort Stanwix of reinforcements; it discouraged the Indians and weakened St. Leger's forces. Seventeen days later, therefore, he suddenly broke camp and fled to Oswego and Montreal.

Oriskany was not a large battle. It lasted but a few hours and involved but a small number of men. Yet it was crucial for the success of the American cause.

Dr. Albert B. Corey, New York State Historian



Commanding Officer
CAPT H.J. TRUM, United States Navy

CAPT Herman J. TRUM. U.S. Navy. Commanding Officer of the attack aircraft carrier USS ORISKANY (CVA-34), was born April 5, 1917 in Chicago, Illinois. A graduate of Southwest High School, Kansas City, Missouri, he attended Kansas City Junior College and the University of Michigan at Ann Arbor prior to graduation from the U.S. Naval Academy in 1940. CAPT TRUM was also graduated from the U.S. Naval War College, Newport, Rhode Island in 1958.

A naval aviator since 1943, he has served aboard the battleship NEW MEXICO, the aircraft carriers SAN JACINTO, BATAAN, ESSEX and VALLEY FORGE and has commanded the fleet oiler MANATEE. He has also commanded Fighter Squadron FIFTY-THREE and Fleet Air Support Squadron 119, and has been Executive Officer of Fighter Squadron FORTY-NINE and the Naval Air Station Barber's Point in Hawaii.

CAPT TRUM has been assigned duty in the Pacific Fleet on the staffs of Commander Naval Air Force. Commander Carrier Division SEVEN, Commander Fleet Air Western Pacific and Commander Carrier Division TWENTY-FOUR. His three tours of duty in Washington have been in the Office of the Chief of Naval Operations, the Bureau of Aeronautics and the Bureau of Ordnance.

CAPT TRUM took command of ORISKANY on 29 March 1963.

In addition to two Distinguished Flying Crosses, the Bronze Star with combat "V" and eight Air Medals, he wears a Presidential Unit Citation and two Navy Unit Citations. His campaign and service medals include American Defense; American Theater; Asiatic-Pacific Theater with two stars; World War II Victory; Asian Occupation; Korean Service with five stars; National Defense Service; United Nations Service; and the Republic of Korea Presidential Unit Citation.

CAPT TRUM is the son of Mr. and Mrs. Herman J. Trum, Jr., 7335 Mercier Street, Kansas City, Missouri. He is married to the former Miss Elaine Carlson of Rockford, Illinois. They have two children, Andrea, 14, and John, 13, and make their home at 741 Alameda Boulevard, Coronado, California.

Executive Officer
CAPT Johnathan J. CROWDER, United States Navy

CAPT. Jonathan J. CROWDER, U. S. Navy, was born January 28, 1922 in Shawmut, Alabama. Prior to his graduation from the U. S. Naval Academy in 1943, CAPT. CROWDER attended the Southern Union College, Wadley, Alabama.

He served aboard the battleship USS MASSACHUSETTS for a year during World War II then was selected for flight training and designated as a naval aviator in July 1945. As a pilot of Fighting Squadron Four B he was aboard the then new F. D. ROOSEVELT for her first Mediterranean and Brazilian Cruises. He has also had duty in Heavy Attack Squadron Five, and was Commanding and Executive Officer for Composite Photographic Squadron 61, based at Aganan, Guam, covering all areas in the Pacific.

CAPT. CROWDER has also been assigned duty in COMNAVAIRLANT Staff, Guided Missile School, Fort Bliss, Texas, and the U. S. Naval Missile Test Center, Point Mugu, California. His two tours of duty in Washington D. C. have been in the Office of the Chief of Naval Operations and the Bureau of Naval Weapons.

CAPT. CROWDER assumed duties as Executive Officer of the attack aircraft carrier USS ORISKANY (CVA 34) on June 17, 1963; upon detachment on January 22, 1964 he reported for duty as Director, Photographic Management Division, Bureau of Naval Weapons, Washington, D. C.

The campaign and service medals he wears include the American Defense; American Service; Asiatic-Pacific Theater; World War II Victory; Korean Service and Occupation Ribbon.

CAPT. CROWDER is the son of Mrs. Grace and the late Mr. J. J. Crowder of Wadley, Alabama. He is married to the former Margaret Hodge, also of Wadley, Alabama. They have two daughters, Paula Ann, 15, and Marsha Gay, 11.

Executive Officer
CDR Vincent P. O'ROURKE, United States Navy

CDR V. P. O'ROURKE was born in New York City on May 19, 1922. He studied at Brooklyn Polytechnic Institute prior to entering the Navy in 1942 as a NAVCAD. He was commissioned and designated a naval aviator in 1943. While in the Navy he received a Bachelor of Science degree in Aeronautical Engineering from the Navy Postgraduate School and a Master of Science from Purdue University. He also attended the Armed Forces Staff College and the U. S. Naval Test Pilot School.

During WW-II CDR O'ROURKE served in all theaters as an anti-submarine and torpedo bomber pilot. Since then his duties have included Executive Officer of VF-124, Head, VF Branch, Service Test, Naval Air Test Center and Commanding Officer, VF 96 and VF 142.

Prior to relieving CAPT. CROWDER as Executive Officer of ORISKANY, CDR O'ROURKE served as ORISKANY Air Officer.

He wears the Navy Cross with gold star, the Distinguished Flying Cross and the Air Medal with four gold stars.

CDR O'ROURKE is the son of Mrs. Alice O'ROURKE of Port Washington, New York and is married to the former Harriet Sokal of Middle Village, New York. The O'ROURKES have three children, James, 18, Brian, 17, and Alice Anne, 7. They live at 860 Coronado Avenue, Coronado, California.

HISTORY OF UNITED STATES SHIP ORISKANY, ATTACK AIRCRAFT CARRIER 34

On August 7, 1943, Congress authorized construction of an attack aircraft carrier to be named after one of the bloodiest battles of the Revolutionary War — Oriskany.

The keel was laid in the Brooklyn Navy Shipyard on May 1, 1944, and the vessel was launched on October 13, 1945, when Mrs. Clarence Cannon, wife of Congressman Cannon of Missouri, christened her ORISKANY.

Because the ship was too late for World War II, actual completion was delayed until the Korean War. On September 25, 1950, ORISKANY was placed in commission in a ceremony at the Brooklyn Navy Shipyard. ADM Forrest SHERMAN delivered the principal address, and among the guests were representatives of the Oriskany Historical Society from the Mohawk Valley in New York bearing the battle mementos for their namesake. CAPT Percy H. LYONS assumed command of the ship, and CDR F. N. HOWE became the ship's first Executive Officer.

ORISKANY's first assignment, which deferred her shakedown cruise off Guantanamo Bay, Cuba, was two weeks of air operations qualifying pilots of Air Groups One and Four. At Guantanamo Bay her gun crews got the ship off to an impressive beginning by setting an all time record in marksmanship.

On May 15, 1951, ORISKANY departed Quonset Point, Rhode Island, her homeport, and set out for the Mediterranean with Carrier Air Group Four embarked. She joined the Sixth Fleet at Augusta, Sicily, on May 27, relieving the carrier SAIPAN.

While in the Mediterranean she participated in "Operation Beehive," a NATO exercise involving French, British and U. S. Forces. ORISKANY repelled attacks by British jets and evaded the dummy torpedoes of British submarines. In addition to flying a 96-hour patrol, ORISKANY's planes conducted an assault on Malta, and her own marines stormed the beaches under close air support. These exercises were held simultaneously with NATO maneuvers and General Eisenhower's inspection of ground troops in Western Europe.

During the five month's cruise the ship visited Augusta, Sicily; Athens, Greece; Iraklion and Suda Bay, Crete; Tripoli, Libya; Izmir, Turkey; Naples, Genoa and La Spezia, Italy; Cannes and Golfe De Juan on the French Riviera. At Tripoli the American Consul presented the Captain and the crew the gift of a dachshund puppy named Schatzie. Tripoli Schatzie, the only female ever to accompany ORISKANY on the high seas, had no rivals for the affection of her 3,000 masters. At Izmir CAPT John O. LAMBRECHT relieved CAPT LYONS.

ORISKANY steamed into New York Harbor on November 6, 1951, unloaded her ammunition and removed the mast for passage under the East River bridges, then sailed into Brooklyn Navy Shipyard. There she was to be placed in an inactive status for several months during a flight deck renovation. On the flight deck 1,700 officers and men were in formation spelling out the challenge: "HI NEW YORK! ORISKANY CAN DO 100% — CAN YOU?" This referred to the nationwide blood drive which at that time was reaching a peak. ORISKANY's crew responded to the drive by donating over 2,000 pints of blood. For some time the ship was known as the Blood Vessel, which testified to its esprit, but hardly its taste in humor.

ORISKANY was recommissioned for active duty on May 25, 1952, with a new bridge, new flight deck and the first operational automatic steering system, she departed on a cruise around South America for Pacific duty and eventually, the Korean combat zone. On June 19, the ship steamed into Rio de Janeiro, her crew of 1,900 at attention on the flight deck and her guns thundering a salute to Brazil. Brazil's President Vargas visited the ship to view a jet air show.

On June 29, 1952, ORISKANY rounded Cape Horn, the first aircraft carrier ever to do so. From her decks the men could see the 1,400-ft. peak on the Cape through the rays of a bright southern sun.

The first Pacific port of call was Valparaiso, Chile, where the ship's welcome was a warm one. The final stop was Lima, Peru, which most of the men found the best shopping city in South America. Their pockets empty and sea chests filled, these successful diplomat-sailors steamed north, arriving in their new homeport of San Diego on July 21, 1952. Two days later CAPT LAMBRECHT was relieved by CAPT Courtney SHANDS.

ORISKANY devoted the next two months to leave, underway training and air group qualifications in preparation for combat. The ship briefly visited San Francisco and Long Beach Naval Shipyards.

On August 28, 1952, the 17-year-old King of Iraq, the late Faisal II, came aboard at San Diego, the guest of the State Department and the Navy. The young king, who was assassinated in Iraq's bloody coup d'etat in 1959, spent a day at sea on the ship studying with interest both day and night air operations.

On September 15, 1952, ORISKANY headed west with the pilots of Carrier Air Group 12 embarked. After two weeks of combat readiness training off Hawaii, the ship set a course for Korean waters.

Operating as a unit of the United Nations Task Force 77 off the eastern coast of Korea, ORISKANY participated in the blockade of the North Korean coast, and her planes systematically pounded enemy supply build-ups and wiped out many manufacturing and railroad centers. In addition, her pilots gave close air support to United Nations ground forces, strafing Communist troops and harassing their lines of supply.

Under CAPT SHANDS the ship launched 7,001 sorties during 111 flyable days in the forward area. Of these, 5,040 were offensive combat missions over the heart of enemy-held territory. The statistics suggest the scope of ORISKANY's contribution— her planes dropped 4,600 tons of bombs and expended over a million rounds of ammunition.

On November 17, 1952, an alert radar operator in the ships combat information center detected "bogies" or unidentified aircraft. While four Panther jets flew to the area to investigate, one of them developed engine trouble and had to lose altitude. His wingman followed him down, as is customary. At a distance of about 40 miles from the task force the bogies were confirmed as MIG 15 jet aircraft. Immediately, four of the MIGS began a firing attack on the remaining Panthers, which were flown by LT Royce WILLIAMS and LTJG David ROWLANDS. They foiled the attack by pulling sharply left, and a tail chasing, tight-turning dog fight ensued. LT WILLIAMS shot down the first MIG. Soon after LT ELWOOD in the crippled Panther detached his wingman, LTJG John MIDDLETON, to join the melee.

LT, WILLIAMS' Panther suffered a damaged aileron from a MIG shell, and having limited control, he was forced to head for cover in a distant cloud bank. He was pursued by one MIG which was in turn pursued by LTJG ROWLANDS, who was out of ammunition but bluffing. As LTJG MIDDLETON came upon the aerial parade he got the MIG in his sights, opened fire and enflamed it. The pilot bailed out and LTJG MIDDLETON orbited him while radioing the task group for his rescue. The remaining enemy planes broke off and fled. This action was believed to be the first multi-jet aerial dog-fight in Naval history. A month later these pilots briefed President-elect Eisenhower, on the MIG 15's capabilities, during his Korean tour.

On March 6, 1953, an ORISKANY Corsair was returning from a strike mission over the supply center of Sangtong-ni. As the plane landed a bomb dislodged from the wing, bounced twice across the flight deck and exploded. Two men were killed, fifteen wounded. One of the dead was Photographer Thomas L. McGraw, Jr., whose job was to photograph unusual landing incidents. As the bomb dislodged, McGraw bravely started his camera. The salvaged film revealed he held the camera while it recorded the bomb's path and even the explosion in which he died. Following the explosion, Airman Richard Donovan plunged through flames and exploding ammunition to rescue the injured and unconscious pilot. The gravest danger to the ship came when the hangar deck was flooded with gasoline from pierced aircraft tanks. Firefighting teams brought the blazes under control and isolated the hangar bay. With repair parties working throughout the night the ship was able to resume combat operations the next morning.

That same March former Governor Adlai Stevenson and Lieutenant General Matthew RIDGWAY came aboard the carrier for Navy briefings and reconnaissance flights.

During the cruise the old expression "give 'em everything but the kitchen sink" was getting on some of the pilot's nerves. So one morning a Douglas bomber took off with a zink tub strapped to its belly. The deadly sink was dropped with a splat into an enemy position at the front, and thus ORISKANY insured that we had given them "everything."

On the last day in the combat area, four ORISKANY Panthers conducted a strike against the famous Hamhung Highway bridge. In spite of its "invulnerability" and heavy anti-aircraft defenses, the pilots scored six direct hits out of a possible eight, demolishing the center span of the huge bridge and heavily damaging its approaches. The pilots had been allowed to choose their own targets, and on that same day Heartbreak Ridge and other hated targets were struck, with great satisfaction to the allies.

On the same day eight Panthers from Fighter Squadron 121 raided a 177 building storage area near Pikchong. They started a dozen fires strategically placed so that high winds fanned and spread them. It was estimated that 50% or roughly 90 buildings were destroyed.

During the night ORISKANY's heckler Corsairs and Skyraiders effectively intercepted major Communist convoys. Close to 900 trucks were either destroyed or damaged.

Although the men of ORISKANY had their hands full with the business of war, they found time and money for charity. The ship raised a total of $16,000 for charitable organizations while in the combat zone.

On May 2, 1953, the ship departed Yokosuka, Japan, arriving in San Diego on May 18. On June 3, CAPT Charles D. GRIFFIN relieved CAPT SHANDS.

After operating off the California coast during the summer of 1953, ORISKANY began its second cruise to the Far East on September 14, with Air Group 19 embarked. The Korean War had come to a halt and there was more time to enjoy the Far East. The ship visited the ports of Yokosuka, Sasebo, and Kobe, Japan, and many of the men found time to journey to Tokyo, Yokohama, Kamakura, and the ancient capitol of Kyoto. Sightseeing combined with military matters when in November, officers from ORISKANY and the air group visited the front lines of Korea as guests of the Eighth Army and Fifth Air Force. The tour enabled them to study ground warfare first hand and gain a better understanding of the Army's problems.

In November and December ORISKANY became an out-post of Hollywood, as the fictitious carrier "SAVO" the ship played the supporting role in the movie version of James Michener's Korean War novel, THE BRIDGES AT TOKO RI. William Holden, Mickey Rooney, Fredric March, Director Mark Robson and a host of other movie notables came aboard for the sea and dockside scenes of the movie. Much of the ship's crew played bit parts in crowd scenes. Air Group 19's F9F Panthers authenticated the flight deck scenes as the camera ground out rolls of film telling the drama of a carrier pilot mastering his fears and reservations about the Korean War. Movie life nearly spoiled the crew when Paramount rented the famous Showboat nightclub in Tokyo for an evening, inviting two hundred of the crew and two hundred hostesses. As the party roared on, cameras ground away and Paramount picked up the check. During this cruise members of the ship's company visited the ORISKANY ORPHANS' HOME in Shizuko, Japan, to give the children their first American Christmas. The home was built by the contributions of the ship's officers and men during their first tour in the Far East. Clothing drives and other contributions were periodically conducted by the ship in the children's behalf.

In March of 1954, ORISKANY took part in the Pacific Fleet exercise in which the Third Marine Division assaulted the beaches of Iwo Jima for the second time in a decade. RADM WHITNEY coordinated naval air power during the exercise from his flagship ORISKANY. CAPT GRIFFIN commanded aggressor naval and air forces.

On March 2, an unusal accident occurred. An F2H-3 Banshee jet flown by LT F. J. REPP suffered a partial loss of power as it was approaching the flight deck. REPP couldn't prevent the plane from settling. It struck the after end of the flight deck, its fuselage breaking in two. A mountain of flame erupted as its fuel tanks exploded. But the nose and cockpit section slid down the flight deck while the rest of the craft fell burning into the sea. LT REPP climbed out of the cockpit unscratched.

On April 6, 1954, ORISKANY again turned homeward. In July CAPT Leroy C. SIMPLER relieved CAPT GRIFFIN as Commanding Officer.

During the summer ORISKANY got another movie role. This time as the heroine in THE MEN OF THE FIGHTING LADY. Metro-Goldwyn-Mayer premiered the movie on the ship's flight deck. Attending the premiere, besides Keenan Wynn and Van Johnson, who took the leading roles, was Kenneth Schlecter. Mr. Schlecter, a former Navy pilot, witnessed the movies version of his own harrowing experience when, blinded by a severe face wound, he had brought his plane in assisted only by his wing man.

In autumn of 1954, the most beloved member of the crew was transferred to permanent shore duty. Tripoli Schatzie, USN, K-9, 1/C, dachshundextraordinary, after three years of sea duty and a year of combat, took ceremonious leave of ORISKANY. She had sailed from Suez to Korea, had crossed the Equator and rounded the horn. She had won the National Defense Ribbon, Korean Service Ribbon, United Nations Ribbon, Occupation Ribbon (European clasp), China Service Ribbon and the Purple Heart. The latter was from gasoline burns during the Korean War, which left a scar on her right shoulder. She received national recognition, when the *Saturday Evening Post* ran a feature article on her.

Schatzie had adapted well to the noisy and busy life of an attack carrier. And she handled 3,000 masters as no woman ever did. When she would encounter a hatch combing too high for her sausage frame, she'd merely look cute and wait for a passing sailor to lift her over.

During the Korean War Schatzie had aroused quite a few rumors when it was noticed that she was expecting. Grave suspicions among the crew ended only when it was learned that the Chaplain had Schatzie mated before the cruise. With her superb sense of timing she delivered a litter of four puppies in the midst of intense combat operations. Eyes were on radar screens and instrument panels, but hearts were with Schatzie that day. The four pups were given the names Ike, Marilyn, Annie and Debbie. They were raffled off to the members of the crew.

With increasing nonchalance Schatzie brought forth two more litters. Through puppy raffles she raised over $22,000 for charities, a generosity to which few mothers aspire. At the farewell ceremonies Captain Simpler lauded her gentle-heartedness, perseverance, uncommon sacrifices and exemplary conduct. He noted that she had always returned to the ship on time, traversing the gangway under her own power and in a seamanlike maner. Having served her country well, the proud dachshund left for dry ground and green pastures.

ORISKANY completed her yard overhaul in February 1955. The ship made a third cruise to the Western Pacific from March through September. Although a less eventful cruise, it was a more enjoyable one, for the ship visited widely throughout the Far East, including Hong Kong and Manila, as well as Japan and Okinawa. And it was a rewarding cruise, for ORISKANY won the "Big E" that year—the Naval Air Force's (Pacific Fleet) Battle Efficiency Award.

In October of 1956 ORISKANY entered San Francisco Naval Shipyard to begin an extensive angled deck conversion and modernization. She was decommissioned on January 2, 1957. During the next two years the workmen of San Francisco Naval Shipyard made a new ship of ORISKANY. The most striking change was her new silhouette: the angled flight deck for safer landings, and the streamlined hurricane resistant bow. The old hydraulic catapults were replaced by steam driven ones capable of launching much heavier aircraft. The cramped combat information center was relocated in a safer area of the ship and enlarged into an electronic suite. Writing tables were placed in the crew's berthing compartments and the decks in the messing, living and office spaces were tiled.

ORISKANY is the last of the Essex Class carriers to be modernized. On March 7, 1959, ORISKANY was recommissioned in a ceremony held on the ships hangar deck. Vice Admiral Alfred M. PRIDE delivered the principal address.

CAPT James Mahan WRIGHT, who served aboard ORISKANY as Executive Officer in 1951-1952, assumed command upon recommissioning. CDR Vincent A. DAHLSTROM became the ship's Executive Officer.

After commissioning the ship underwent extensive builders trials and bureau tests. She reported to her new homeport of San Diego on June 11, 1959, and immediately started underway shakedown training.

At the start of Fiscal Year 1960, ORISKANY was just three months out of San Francisco Naval Shipyard. The first air operations since her recommissioning were conducted in August, with the skipper himself, CAPT James Mahan WRIGHT, flying the first aircraft launched and recovered.

In September of that year, Vice Admiral Alfred M. PRIDE retired as Commander, Naval Air Force, Pacific Fleet, in a ceremony on ORISKANY's flight deck. His successor was Vice Admiral C. E. EKSTROM.

Upon completion of the shakedown period the carrier passed her first post-conversion administrative inspection with flying colors, receiving an "excellent" and praise from the inspectors for having started from scratch only eight months earlier.

In November, 1959, the ORISKANY returned to San Francisco Naval Shipyard for a brief period of post shakedown "tune-up" returning to her homeport for Christmas. She operated intensively in the early months of 1960, conducting carrier qualifications for various squadrons.

The ORISKANY had a total of 47,000 landings since her first commissioning in 1950. In Fiscal year 1960, 5,185 landings were recorded without any fatalities or serious injuries. During the same period the ORISKANY conducted 26 underway transfers of ammunition, and 9 underway transfers of personnel by highline—tricky and hazardous operations performed safely.

In January 1960, CDR V. A. DAHLSTROM was relieved as Executive Officer by CDR M. D. CARMODY. On February 26, CAPT William S. GUEST relieved CAPT WRIGHT as Commanding Officer.

On April 30, 1960, ORISKANY was a stage for a change of command ceremony while moored at North Island Naval Air Station in San Diego. Vice Admiral R. E. LIBBY, Commander First Fleet, was relieved by Vice Admiral U. S. G. SHARP. The ceremony also marked Admiral LIBBY's retirement from active duty, ending 42 years of distinguished naval service.

The ORISKANY departed in May 1960 for her first Far East cruise since her recommissioning. She returned to her homeport of San Diego in December, 1960, after operating with the Seventh Fleet, and making calls in Japan, Hong Kong, Okinawa, and the Philippine Islands. After operating out of San Diego, the ORISKANY entered the San Francisco Naval Shipyard in March 1961 for a five month overhaul period. During this period much new equipment was installed in addition to normal overhaul work. In March of 1961, CAPT Harry H. BARTON relieved CAPT GUEST as Commanding Officer.

Among the most noticeable changes were the installation of the Fresnel Lens Landing System, the Van Zelm Bridle Arrester, and the Sheave Damper System.

In September, 1961, ORISKANY received a new extremely compact electronic computing system, known as the Naval Tactical Data System.

The NTDS continually collects tactical data from the ship's radars and communications systems. Data is stored, sorted, and evaluated in electronic computers. The control of the computers is done by a list of instructions called a program. The computer's ability to complete an instruction in only 20 millionths of a second, or 50,000 instructions in a single second is an indication of its great speed.

Also, in September the ORISKANY departed San Francisco and returned to San Diego. Upon her return to San Diego she underwent a period of underway training at the completion of which she was awarded a "good" on her final battle problem.

On January 30, 1962, First Lieutenant Richard C. LAND, USMC, landed his A4D (Skyhawk) to make ORISKANY's 55,000 landing.

CAPT Charles A. IARROBINO relieved CAPT BARTON as Commanding Officer on March 23, 1962.

ORISKANY took part in Operation Pork Barrel the week of May 11, 1962, off the California coast. Pork Barrel was designed to test the readiness of deck hands, engineers and pilots.

June 7, 1962 ORISKANY began her fifth Far East deployment. Prior to becoming a member of the U.S. Seventh Fleet, ORISKANY attained one of the highest grades for Operational Readiness ever awarded a carrier of her class.

LCDR D. FORBES landed his A3D (Skywarrior) on August 10, 1962 to tally ORISKANY's 60,000 landing.

ORISKANY achieved a Navy "first" on August 12, 1962 during the simultaneous refueling of the U.S.S. KING (DLG-10) and the U.S.S. MAHAN (DLG-11). The three ships were the first naval units to receive the Naval Tactical Data System, and it was the first time the three ships became physically united.

September 9, 1962 ORISKANY sailors hosted 20 of the 28 "adopted daughters" orphans of the Oriskany Home Orphanage, Kausanagi, Japan.

The young orphans spent the day touring the ship with their escorts and presented the crew with an entertainment

skit. During the program Captain Iarrobino, on behalf of the crew presented Sister Margareta Prubst, Mother Superior of the home, with a $3,000 check.

On October 20, 1962 eighty members of the Defense Orientation Conference Association (DOCA), made up of Business and Industrial Leaders of the United States, visited ORISKANY for a day at sea off Manila, P.I.

The world famous Bayanihan Dance Group performed traditional dances of the Philippines aboard ORISKANY anchored in Manila Bay, on November 24, 1962. This was the first time they ever performed on any U.S. Navy Ship.

On December 17, 1962 ORISKANY returned to her homeport of San Diego, California, and commenced a leave and upkeep period and on January 5, 1963 CDR O. L. DAUPHIN relieved CAPT C. S. BROOKS as Executive Officer.

Two ORISKANY sailors, J. L. Lotz, SN, and J. H. Linn, FN, rescued two Coronado, California sisters, Andrea and Diane Laird, from the waters of San Diego harbor when the two girls capsized the small kayak in which they were riding on March 2, 1963. Lotz and Linn received letters of commendation from Vice Admiral Paul D. STROOP, Commandar Naval Air Force, Pacific Fleet, for the rescue March 5th.

On March 29th CAPT Herman J. TRUM relieved CAPT IARRABINO as Commanding Officer of ORISKANY.

ORISKANY became the subject of a television documentary April 9 when television reporter/photographers from KCRA TV, Sacramento, California flew aboard to film life on an attack carrier.

On April 30, 1963 ORISKANY was named by Vice Admiral Paul D. STROOP, Commander Naval Air Force, Pacific Fleet, as having the best general mess under his command.

PLAT (Pilot/Landing Aid Television) System was added to ORISKANY May 7, 1963. PLAT essentially consists of three cameras, two center line cameras imbedded in the flight deck, one aft and one forward, with a third manned by a technician located six decks above the flight deck.

May 13, 1963 brought a new type of aircraft to ORISKANY when two UH-2A (Sea Sprite) jet powered rescue helicopters set down on the flight deck, replacing the HUP-2's previously used for "angel" duty at sea during flight operations.

ORISKANY participated in an operational readiness demonstration for President John F. Kennedy off the coast of Southern California on June 6, 1963. The President visited the ship at sea, received honors in flight deck ceremonies and viewed a demonstration of the Naval Tactical Data System. After departing ORISKANY, President Kennedy flew to USS KITTY HAWK (CVA-63) to spend the night. Among other ships participating in the demonstration were the NTDS equipped USS KING (DLG-10) and USS MAHAN (DLG-11).

June 22, 1963 ORISKANY was named by the Naval Subsistence Office as "runner up" in the Fleet wide Ney Award competition. This was the first time a carrier had ever gone that far in the competition.

CDR Jonathan J. CROWDER relieved CDR O. L. DAUPHIN as Executive Officer on June 17, 1963.

From July 15th through the 20th ORISKANY was the key unit in the U.S. First Fleet Exercise GOLF BALL off the California coast. Exercise GOLF BALL was a major fleet strike and anti-aircraft warfare exercise which involved 15 ships.

Also in July, Admiral George W. ANDERSON, Jr., Chief of Naval Operations, announced on the 19th that ORISKANY had won the Admiral Flately Award for aviation safety in the attack carrier class for fiscal year 1963.

August 1, 1963 ORISKANY, now flagship for Rear Admiral Frederick L. ASHWORTH, Commander Carrier Division ONE, departed her homeport of San Diego for her sixth Far East cruise with Carrier Air Group SIXTEEN, commanded by CDR R. B. BALDWIN, Embarked. CVG-16 is composed of VF-161, VF-162, VA-163, VA-164, VA-165, VAH-4, Detachment GOLF, VAW-11, Detachment GOLF and VFP-63, Detachment GOLF.

Commander, Carrier Division ONE
RADM Frederick L. ASHWORTH, United States Navy

RADM Frederick L. ASHWORTH was born on 24 January 1912 in Beverly, Massachusetts. He attended Dartmouth College, Hanover, New Hampshire for a year before entering the U.S. Naval Academy, Annapolis, Maryland. He was graduated and commissioned ensign on 1 June 1933 and advanced to the rank of rear admiral on 1 July 1959.

RADM ASHWORTH, after graduating from the Naval Academy, was assigned to the battleship USS WEST VIRGINIA. After a period of two years in the battleship force he was selected for flight training, which he completed on 12 June 1936 with designation as a naval aviator. Following his aviation qualification he served in carrier based aircraft squadrons and, in addition, completed Postgraduate School in Annapolis, Maryland, with a specialty in ordnance engineering (aviation). At the time the United States entered World War II he was serving in the Bureau of Ordnance, Washington, D.C. Throughout the war he served in several areas of the Pacific Theater in positions of responsibility, wherein he distinguished himself with his leadership and professional ability in handling military operations. During the latter stages of the war he was detailed to a project concerned with the development and testing of the atomic bomb.

In the years following World War II he served with several agencies concerned with atomic energy. In December 1949 he was assigned as Executive Officer of the USS MIDWAY (CVA-41), and in sequence to the Atomic Energy Commission, Washington, D.C., as Commanding Officer USS CORSON (AVP37), Commander Naval Ordnance Test Station, Inyokern, California, as Commanding Officer, USS FRANKLIN D. ROOSEVELT (CVA-42) and as Commandant of Midshipmen at the Naval Academy. His selection for the rank of rear admiral was approved by the President on 18 July 1958 and in September of that year he was assigned as director of the Atomic Energy Division, Office of the Chief of Naval Operations, Navy Department. In June of 1960 he reported as Commander Carrier Division 18, where he served until January 1961. Immediately prior to his present assignment as Commander Carrier Division One, he was Assistant Chief of the Bureau of Naval Weapons for Research, Test and Evaluation, Navy Department.

RADM ASHWORTH has been decorated with the Silver Star Medal (Army), the Legion of Merit with Gold Star, Distinguished Flying Cross, Bronze Star Medal, Asiatic-Pacific Campaign Medal, World War II Victory Medal, and the National Defense Service Medal.

Rear Admiral and Mrs. Ashworth, the former Nathalie L. Bliss of Peabody, Massachusetts, have three sons. Their official residence is Bethesda, Maryland.

Chief of Staff and Aide
CAPT Leroy V. SWANSON, United States Navy

CAPT Leroy V. SWANSON was born in Oneida, Illinois, on 11 November 1915, and was graduated from Bradley University in 1937. Immediately upon graduation he entered the Navy as an Aviation Cadet. His first duty assignment was with Scouting Squadron TWO, which at that time was assigned to the carrier USS LEXINGTON. After a tour as instructor at the Naval Air Station, Pensacola, Florida he reported aboard one of the original escort carriers, USS CORE, where he was one of the early participants in the submarine battle of the Atlantic. CAPT SWANSON's next duty station was in Torpedo Squadron 50 where he helped commission the light carrier USS BATAAN. He first served as Executive Officer and then as Commanding Officer of this squadron in the Pacific.

This sea duty followed by a tour as Operations Officer, NAS, Miami, Florida and a tour as Officer in Charge of the Carrier Qualifications Unit and Landing Signal Officer School located in the Pensacola area.

CAPT SWANSON attended the General Line School in 1947 and, upon completion of this course with distinction, became Commanding Officer, Attack Squadron 45 aboard the carriers USS ROOSEVELT and USS MIDWAY. After a tour in the office of the Chief of Naval Operations he became Commander Carrier Air Group SEVENTEEN. During the latter tour he participated in an around the world cruise aboard USS WASP and arrived in the Pacific in time to close the Korean War.

After a short tour ashore on the Staff of the Chief of Naval Air Advanced Training at Corpus Christi, Texas, he was assigned as Executive Officer of USS SHANGRILA.

CAPT SWANSON was then ordered as Commanding Officer of the Naval CIC School in Brunswick, Georgia. While there, he was selected for duty with Operations Directorate of the Joint Chiefs of Staff. Following this he was ordered to duty as Commanding Officer, USS HALEAKALA. Next came a year at the National War College, Washington, D.C. From the War College he was ordered to duty as Commanding Officer, USS INDEPENDENCE, one of the first ships on the scene in the recent Cuban emergency.

CAPT SWANSON reported to Commander, Carrier Division ONE as Chief of Staff and Aide on 23 September 1963.

CAPT. EUGENE FAIRFAX, U.S. NAVY
Chief of Staff and Aide

CAPT. JOHN T. SHEPHERD, U.S. NAVY
Operations Officer

CAPT Eugene G. FAIRFAX was born in Vernal, Utah on November 6, 1916. Joining the Navy in 1934, he served aboard the USS NEVADA, received his appointment to the Naval Academy and graduated in 1939. After graduation, he was assigned to the USS MISSISSIPPI and then was designated as a naval aviator becoming senior aviator aboard the USS TENNESSEE.

He served as Executive Officer and Commanding Officer of VF 11 and Commanding Officer of VF 98. Three tours of shore duty have been in Washington and he is a graduate of the Guided Missile School at Fort Bliss and the Naval War College where he later served on the staff. Further sea duty on the USS MINDORO was followed by duty as Executive Officer of Composite Squadron 33, Navigator of the USS FORRESTAL and Commanding Officer of the USS PASSUMPSIC and USS TICONDEROGA. His awards include the Distinguished Flying Cross with 3 stars, the Air Medal with 5 stars and the Presidential Unit Citation with 1 star.

He is married to the former Miss Juliana Daniels of Pensacola, Florida and upon being relieved by CAPT SWANSON on 22 September 1963, he received orders to Washington, D.C.

CAPT SHEPHERD is a native of Seattle, Washington, having attended the University of Washington prior to entering the Naval Academy in 1939. After graduation in 1942, he served in destroyers in the Atlantic and Pacific Fleets, including combat service off North Africa and in the South Pacific. Upon completion of flight training in 1945 he served in Fighting Squadrons 75 and 3B until entering Post Graduate School in 1947. He received a Masters Degree in Aeronautical Engineering from the California Institute of Technology in 1950. As an AEDO, he served successively at the Naval Air Station, San Diego, the Naval Air Test Center, and BuWeps. During his Patuxent tour, from 1953-1957, he spent over two years at sea in various carriers during the Fleet Introduction of the angled deck, steam catapult, constant runout arresting gear and Optical Landing System. He was the author of numerous publications on the OLS, and is the inventor of the "Poor Mans Optical Landing System" (POMOLA). During his tour in BuWeps he was the Project Officer for the T2V, T2J and A3J. Returning to the Unrestricted Line in 1961, he was assigned to the U. S. Air Force as the first Navy Program Director in the F-111B (TFX) weapons system. He joined the COMCARDIV ONE staff in December 1962. CAPT SHEPHERD is married to the former Mildred Roof, of San Francisco. They have two children, James, 13; and Janet, 12, and are presently residing in Coronado, California. CAPT SHEPHERD's mother, Mrs. Isabella Shepherd, resides at 1717-13th Ave., Seattle, Washington.

Commander Carrier Air Wing SIXTEEN
CDR Robert B. BALDWIN, United States Navy

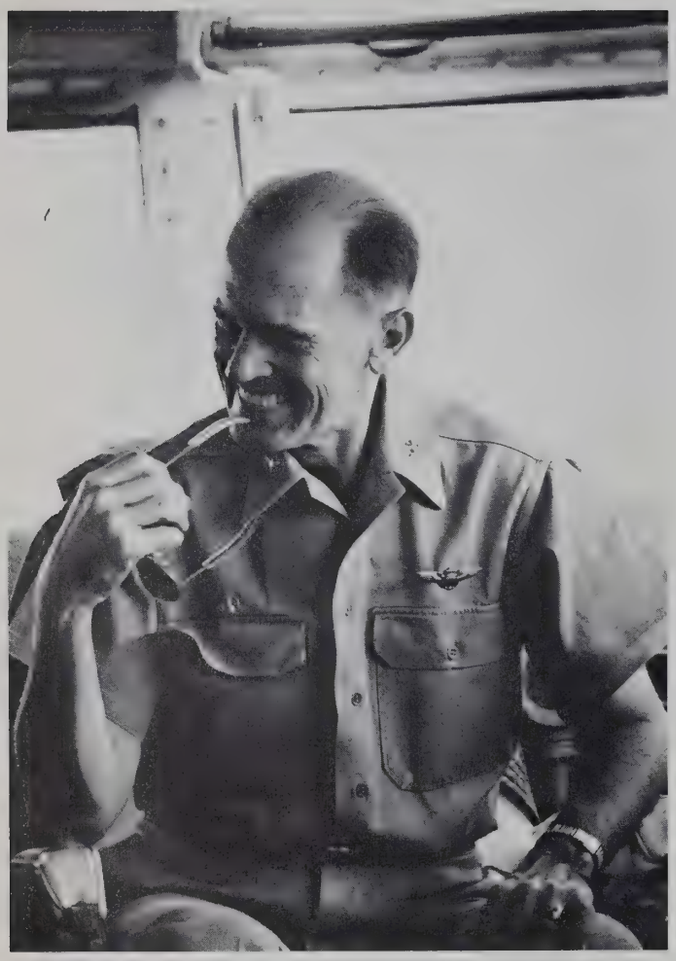
CDR Robert B. BALDWIN entered the Naval Academy in 1941. Following commissioning as Ensign in June 1944, he went aboard the USS BIRMINGHAM for a two year tour which terminated in April 1946, when he entered flight training.

Following his designation as a Naval Aviator in April 1948, CDR BALDWIN reported to VA-44. A year later he was ordered to VC-5 where he remained for two years. After graduation from the Naval Test Pilot School, Patuxent River, Md., he served for two years as a Tactical Test Pilot and instructor. In July 1954, he reported to VC-3, NAS Moffett Field, as FJ-3 Training Officer.

A short tour at Aviation Safety School in the fall of 1956 preceded CDR BALDWIN's assignment as Executive Officer to Fighter Squadron 154, the first West Coast squadron to fly the F8U-1 (Crusader). In June 1958 he became Commanding Officer of VF-154. In November 1958, orders took him to the Bureau of Naval Personnel for a thirty-month tour in the Promotion Plans Section.

CDR BALDWIN's most recent assignment, prior to being ordered to Air WING SIXTEEN, was Commanding Officer of Fighter Squadron 51 from November 1961 to October 1962, during which time the squadron was deployed to the Far East aboard the USS TICONDEROGA.

CDR BALDWIN and his wife, the former June Wilson, and their family of three children, Scott, Jerry and Sylvia now reside at 454 15th Street, Del Mar, California.



SEAL OF THE PRESIDENT OF THE UNITED STATES
E PLURIBUS UNUM

FM COMMANDER TASK GROUP TEN PT ONE
TO TASK GROUP TEN PT ONE

UNCLAS

PRESIDENTIAL DEMONSTRATION
1. OUTSTANDING AND COMPLETE SUCCESS EVERY EVENT
TODAY'S DEMONSTRATION FOR OUR COMMANDER-IN-CHIEF,
AT SEA, REFLECTS GREATEST CREDIT EVERY PARTICIPANT.
2. MY CONGRATULATIONS TO EVERY OFFICER AND MAN AND TO
OUR CIVILIAN TEAM-MATES.
3. BRAVO ZULU DESIG ALL HANDS.

FM COMFIRSTFLT
TO USS ORISKANY
USS KITTY HAWK
COMCARAIRGRU ONE SIX
COMCARAIRGRU ONE ONE
INFO COMNAVAIRPAC
COMCARDIV ONE

UNCLAS

THE TIME AND EFFORT THAT YOU AND YOUR OFFICERS AND MEN
HAVE PUT INTO THE PREPARATION FOR, AND THE EXECUTION
OF, THE PRESIDENTIAL DEMONSTRATION HAVE RESULTED IN A
PERFORMANCE THAT YOU CAN WELL BE PROUD OF. I CERTAINLY
AM. A VERY WELL DONE. VADM KEITH.

FM COMCARDIV ONE
TO USS ORISKANY
COMCARAIRGRU ONE SIX
USS KING
USS MAHAN
COMDESRON ONE FIVE
HATRON FOUR
FITRON ONE SIX ONE

UNCLAS

1. THE CONTRIBUTIONS OF ALL CONCERNED WITH THE PRESUS DEMO,
INCLUDING ALL THE COMMAND AND CIC PERSONNEL OF THE SHIPS,
THE LONG SUFFERING WHALES WHO PROVIDED THE TARGETS, THE
VERY EFFECTIVE DEMONS, THE SUPPORT OF PERSONNEL ASHORE,
HAVE BEEN MOST HEARTWARMING. MOST GRATIFYING WAS THE IM-
PRESSIVE DEMO TODAY WHICH CONVINCED MANY IMPORTANT PEOPLE
OF THE VALUE OF THAT SYSTEM.
2. TO ALL MANY THANKS AND WELL DONE.

FM COMFIRSTFLT
TO TASK GROUP TEN PT ONE

UNCLAS

AS ALL OF US HAVE SEEN DAYS WHEN OUR FOOTBALL TEAM
HAD WONDERFUL LINE PLAYS ONLY TO HAVE THE BACKS FUMBLE,
SO WITH OUR REHEARSALS FOR TODAY'S DEMONSTRATION, BUT
YOUR TEAM PUT TOGETHER SIXTY MINUTES OF SUPER TEAM
PLAY TODAY. I LIFT MY HAT TO YOUR HARD WORK THAT
AGAIN SHOWED THAT OUR NAVY PRODUCES WHEN THE CHIPS ARE
DOWN. PARTICULARLY DID I LIKE THE QUARTER BACKING.
WELL DONE TO ALL. VADM KEITH

FM CHIEF OF NAVAL OPERATIONS
TO TASK FORCE TEN
INFO CINCPACFLT
COMFIRSTFLT
TYPE COMDRS PAC
CINCLANTFLT

UNCLAS

MY VISIT TO TASK FORCE TEN WITH OUR COMMANDER IN
CHIEF WAS PROBABLY MY LAST TIME AT SEA ON ACTIVE
DUTY. YOUR SUPERB PERFORMANCE MANIFESTING
PROFESSIONAL COMPETENCE, SMARTNESS AND DEDICATION
TO OUR SERVICE AND COUNTRY LEFT NOTHING TO BE DESIRED.
WHAT IS MOST HEARTENING HOWEVER IS TO REALIZE THAT
OTHER SHIPS AND SQUADRONS COULD HAVE BEEN CONDUCTING
A SIMILARLY CONVINCING DEMONSTRATION OF AMERICAN
SEAPOWER AT THE SAME TIME IN THE WESTERN AND CENTRAL
PACIFIC, OFF OUR EAST COAST, IN THE CARIBBEAN
OR IN THE MEDITERRANEAN. WHAT YOU HAVE SHOWN TO YOUR
VISITORS IS THAT OUR NAVY IS ON COURSE AND STEAMING
STRONG. WELL DONE. GEORGE ANDERSON.

FM CINCPACFLT
TO COMMANDER TASK FORCE TEN
COMCARAIRGRU SIXTEEN

UNCLAS

HOTEL ONE FOR ADMIN CINCPACFLT
WEAPONS DEMONSTRATION 6 JUNE FOR THE PRESIDENT.
1. YOUR SPECTACULAR PERFORMANCE AT SEA TODAY EMPHASIZED
ONCE AGAIN THE HIGH STATE OF PACIFIC FLEET READINESS
AND ITS ABILITY TO RESPOND TO ANY ASSIGNMENT. MY
HEARTIEST CONGRATULATIONS TO YOU ALL. ADM J.H. SIDES USN

Wetz

Wetz

Wetz

We had our screws checked . . .

. . . loaded our airplanes . . .

. . . loaded our stores . . .

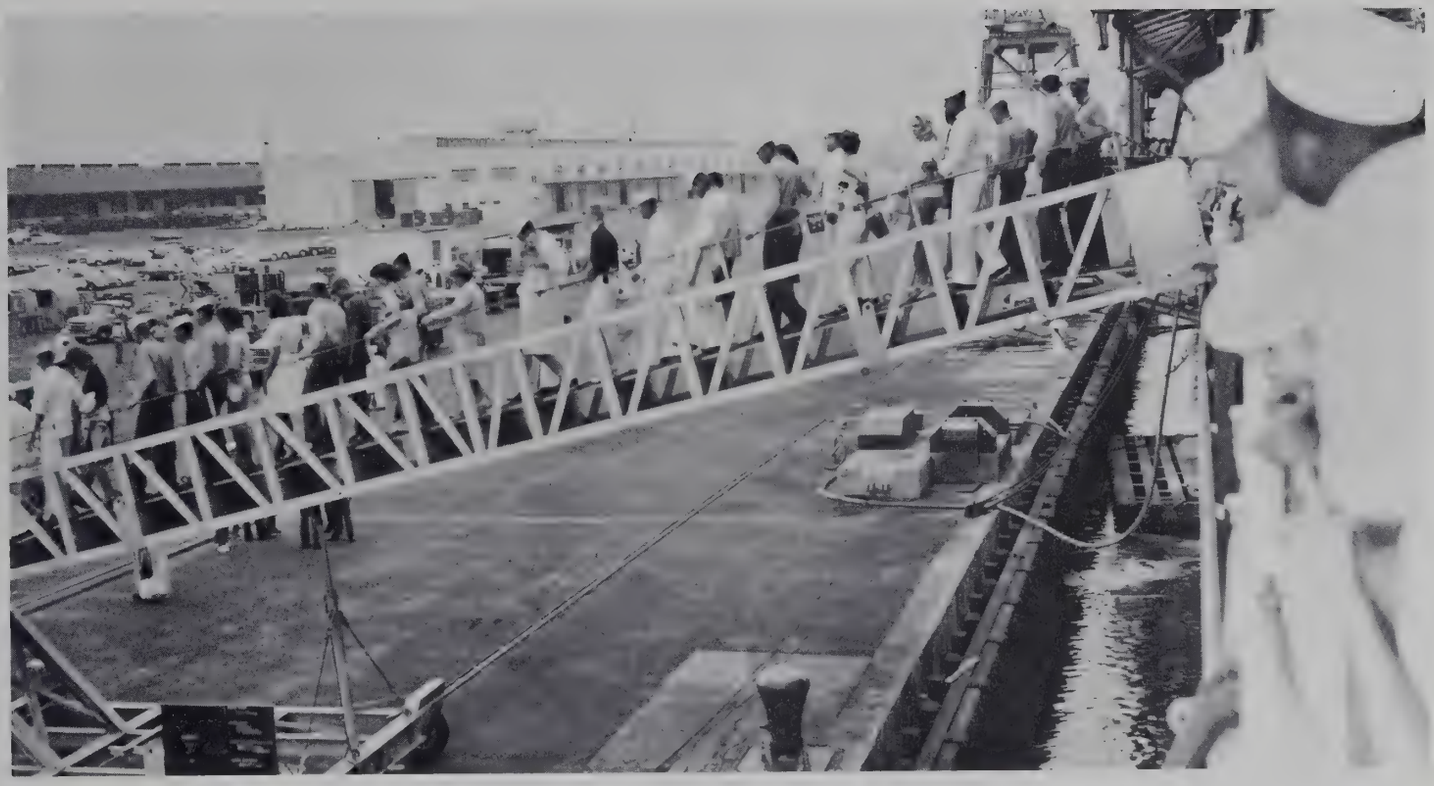
. . . loaded our boats . . .

. . . and Johnny Downs took pictures of it all for our children to see on TV . . .

We shared the ship's coffee and donuts . . .

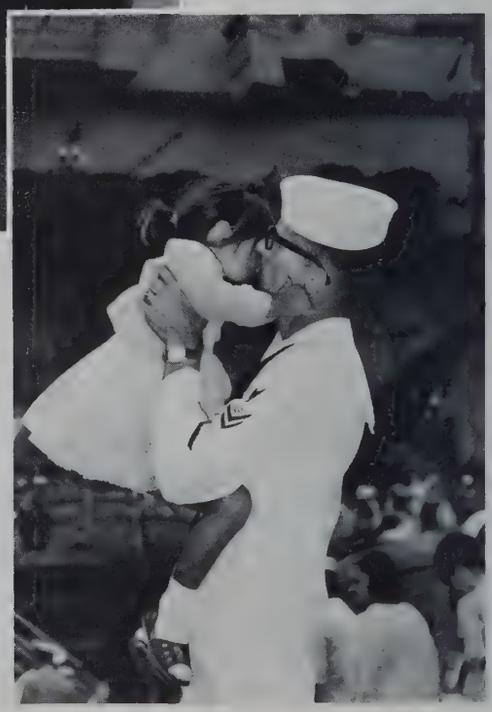
. . . Lingered with our wives

. . . As the last few moments passed . . .



And the time came and we took our loved ones ashore.

"You're the man of the house now, son. Take good care of mother."



. . . said, "Good-bye," to the kids . . .

. . . and we sailed away . . .

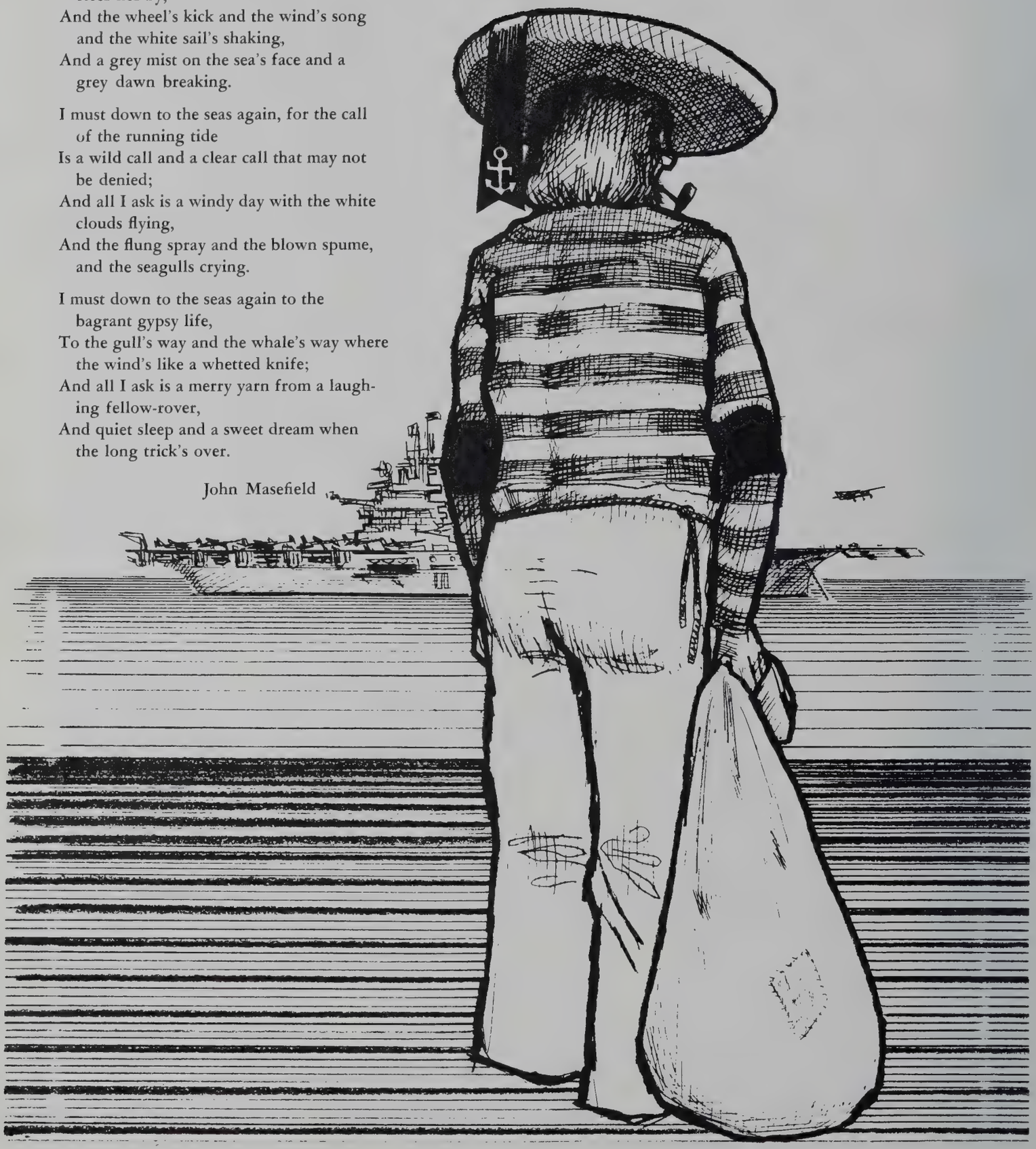
SEA-FEVER

I must down to the seas again, to the lonely
sea and the sky,
And all I ask is a tall ship and a star to
steer her by,
And the wheel's kick and the wind's song
and the white sail's shaking,
And a grey mist on the sea's face and a
grey dawn breaking.

I must down to the seas again, for the call
of the running tide
Is a wild call and a clear call that may not
be denied;
And all I ask is a windy day with the white
clouds flying,
And the flung spray and the blown spume,
and the seagulls crying.

I must down to the seas again to the
bagrant gypsy life,
To the gull's way and the whale's way where
the wind's like a whetted knife;
And all I ask is a merry yarn from a laugh-
ing fellow-rover,
And quiet sleep and a sweet dream when
the long trick's over.

John Masefield



Patterson

Located athwartships over the sunken hull of USS ARIZONA (BB 39) is the USS ARIZONA Memorial—a monument from a grateful nation to the nearly 1200 honored dead officers and men who perished at Pearl Harbor. Eleven hundred and seventy-six crewmen went down with the ship and the hulk has served as their final resting place ever since 7 December 1941. In tribute to her gallant crew, the Navy has carried ARIZONA as an active, in-comission ship and each day, the United States flag has been raised at 0800 and lowered at sunset. Dedicated in 1962, the completed memorial is an enclosed bridge, 184 feet long and varying in width from 27 feet to 36 feet; a fly-over by eight Marine Corps jet aircraft from MCAS Kaneohe marked the beginning of the dedication ceremonies. The ARIZONA Memorial served to remind us of the task we had before us on our WESTPAC deployment.

Wetz

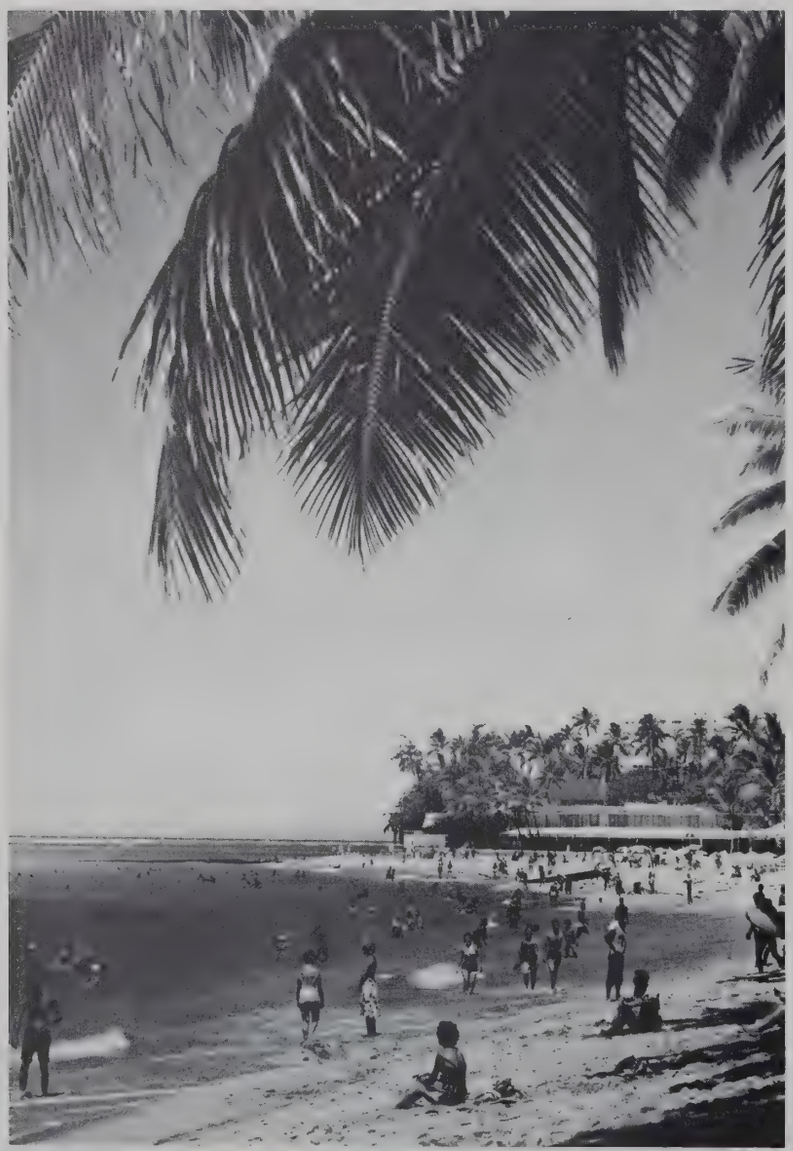
We Arrive in

HAWAII

Where History Was Made

and Tradition Lives.

Olson



Olson

We think of Hawaii as a land of palm shaded beaches . . .

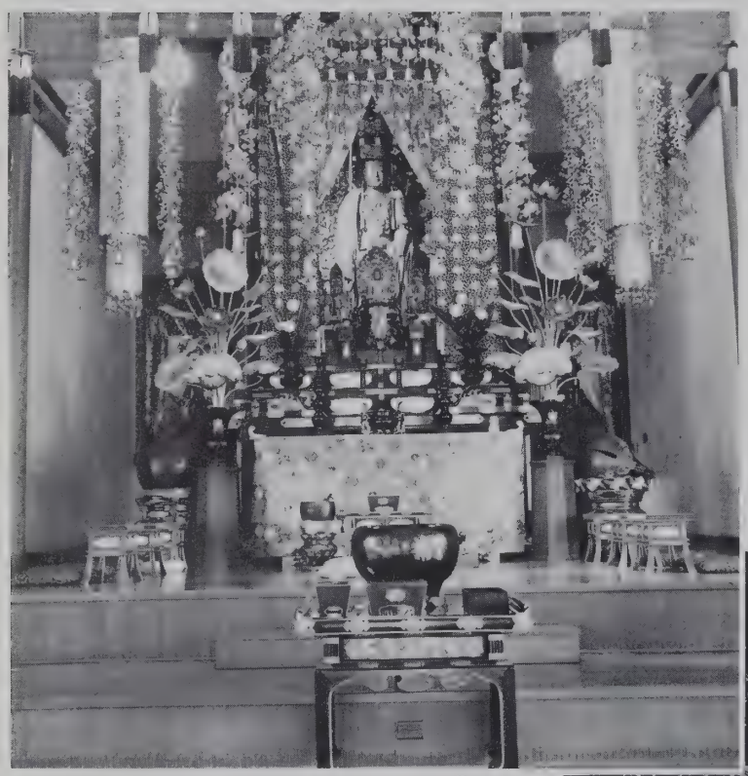
. . . and of King Kamehameha who conquered it . . .

Patterson

. . . and hurled his enemies from the Pali . . .

Patterson

Patterson



Patterson

. . . but there's more. Buddhists form a large segment of the population and agriculture is a major industry . . .
. . . and the only grass skirts you see are in the hula shows.

Patterson

It's
a
great
place
for
liberty

. . . and the scenery is sometimes blond . . .

Patterson

Patterson

Looking back we remember a most unusual city . . .

Olson

. . . the sparkling water . . .

and
the
friendly
people

Patterson

SUBIC BAY

and liberty

Olson

---and tours

. . . you wanna buy some?

. . . You're right! It IS sudzier!

While the other group used Brand X . . .

We Paused

from Liberty,

to Reflect

Upon the

Grim Reminders

of War

THIS CROSS MARKS THE FINAL RESTING PLACE OF
APPROXIMATELY 600 FILIPINOS WHO WERE VICTIMS
OF JAPANESE ATROCITIES DURING FEBRUARY, 1945.
THE BODIES WHOSE APPEARANCE SUGGESTED
STRANGULATION AND POSSIBLY SUFFOCATION WERE
FOUND WITHIN A NEARBY SHANGCHAI HARRIS
INNER DOORS OF MASSIVE IRON BARS, AND
OUTER DOORS OF IRON PLATE ON WOOD.

PEPSI

香港
HONG KONG
TAXI
HONG-CHEE
BAR
MEELS LIKE MOM USED TO MAKE!

Patterson

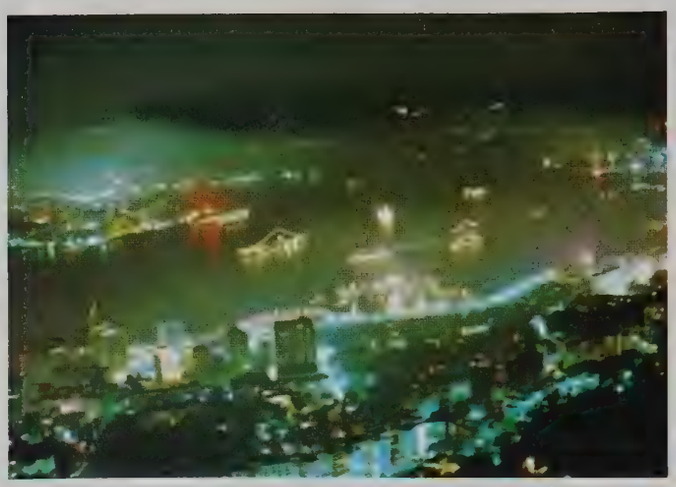
Olson

Olson

Olson

. . . A city of beauty . . .

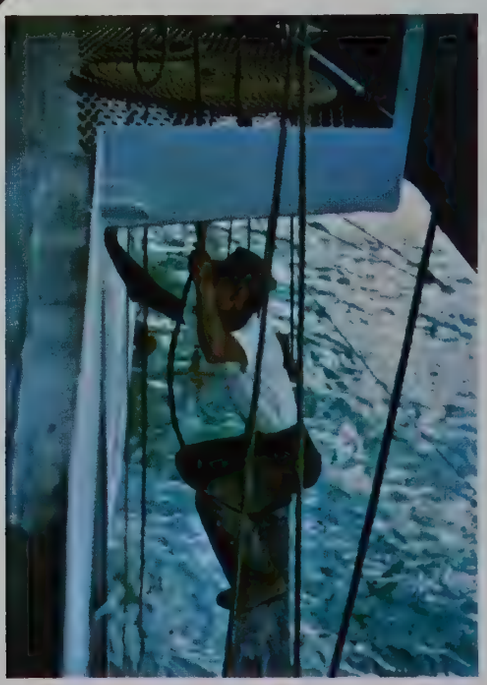
Olson



Pfingsten

Marquart

Wetz



Wetz

Wetz

Wetz

Wetz

Wetz

Wetz

Olson

Olson

. . . of Tiger Balm
Gardens . . .

Olson

Olson

Olson

Olson

. . . and the people,
the wonderful people . . .

Patterson

Olson

. . . and of poverty . . .

Outten

Olson

Olson

Patterson

. . . bitter poverty . . .

Patterson

Pfengston

. . . of our allies . . .

Pfengston

Olson

. . . and a monkey with a definite opinion about Americans.

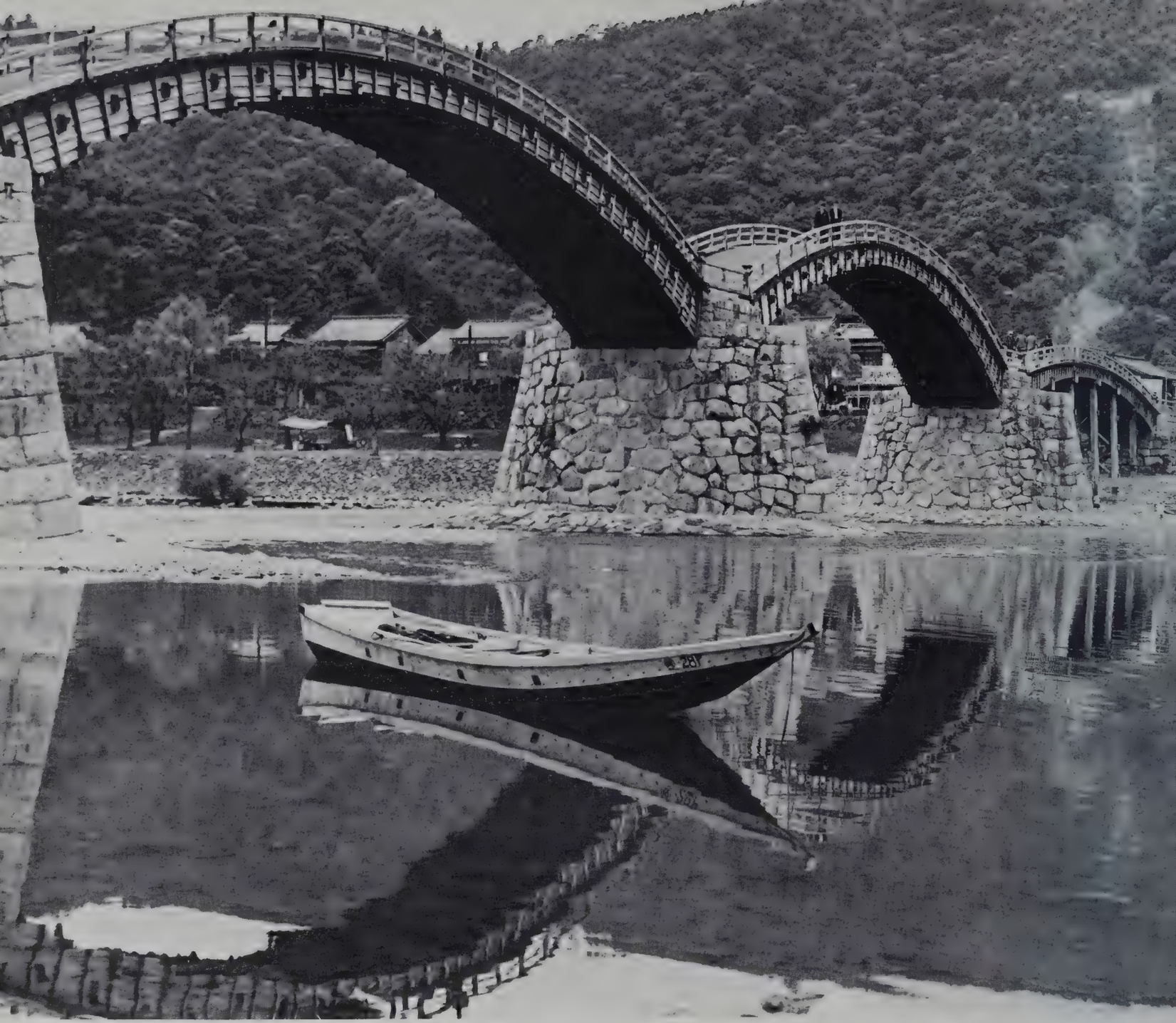
Olson

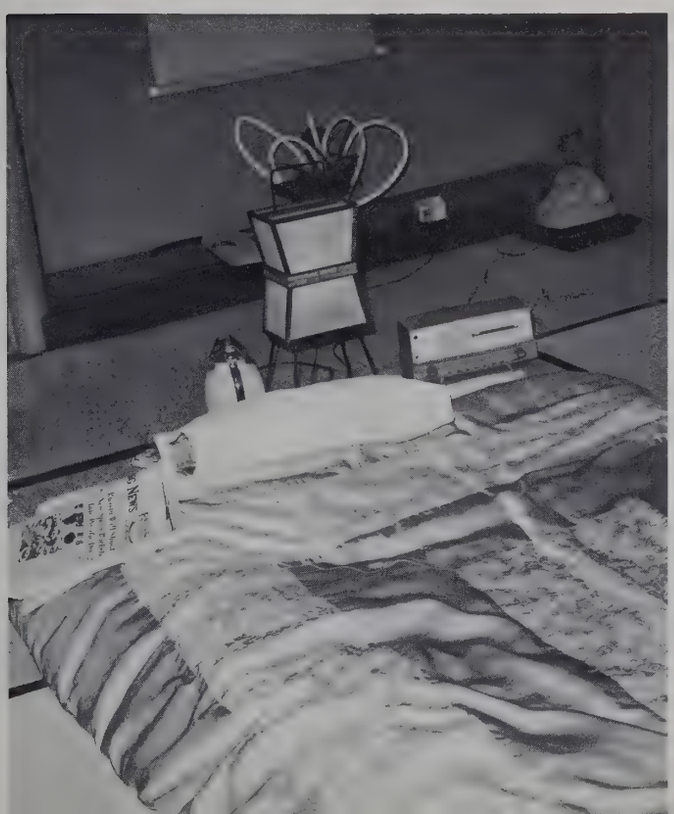
Outten

BEPPU

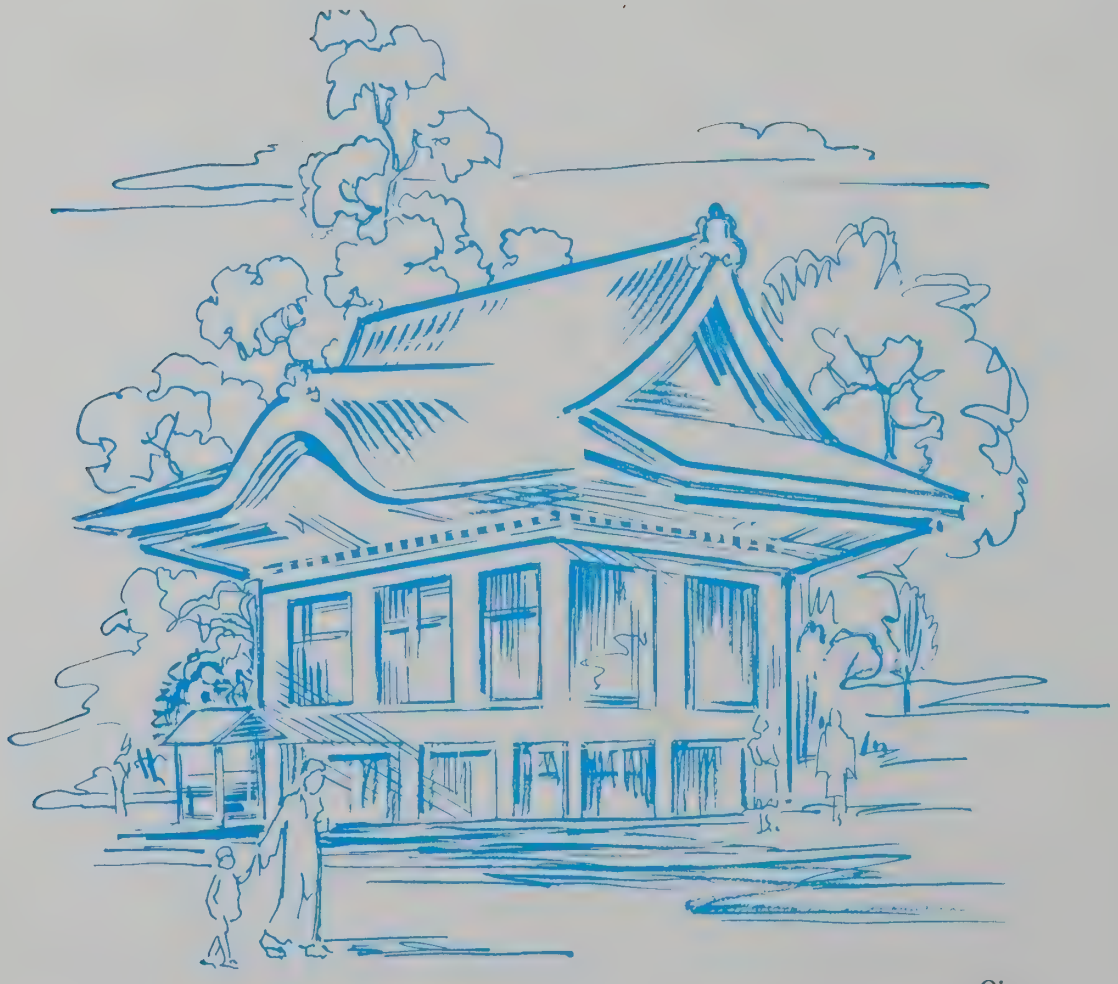
AND

IWAKUNI





Outten



Olson

Wetz

SIGHTSEEING—Our time in the ports of Bepu and Iwakuni was short, and sightseeing was the order of the day, and most of it by bus with some of the most charming "hostae."

Wetz

Olson

Olson

MONKEY MOUNTAIN

Olson

We take their pictures and . . .

Buying your pearls while they are still inside the oyster is always fun, and cheap, and you sometimes get two for the price of one.

At ground zero, Hiroshima has built their Peace Park. In the background is the bombed out city hall, one of the few remaining relics of the blast.

To give some idea of the destruction caused by the bomb there is a diorama in the "Peace Museum" that shows the "atomic desert" created by the blast.

. . . and they take ours.

Honeymooners are the same the world over, and Beppu is Japan's Niagara Falls.

One of the many hot mineral springs in Beppu.

The Kintai Bridge at Iwakuni.

All photos by LCDR WETZ

Yokosuka is a wonderful liberty port. It has lots of places to go, and lots of things to do--------- and especially, things to buy. There are fantastic buys in binoculars, cameras, radios, clothes, and hi fi's. In fact, most of us came away flat broke. Whether this was because of all the good buys we made, the people to people policy, or just keeping Japan green with American money, only the individual can tell.

One thing is for sure, though. A good time was had by all.

Wetz

Wetz

"I make you special price! Hundred hifty Yen."

"I'll give you a hundred."

"Oh, no can do. Lose money. Business bery bad. No can do."

"Tell you what. I'll give you four hundred yen for four of them."

"Oh, I lose too much money! Business bery bad. I no make nossing!------Four? OK!"

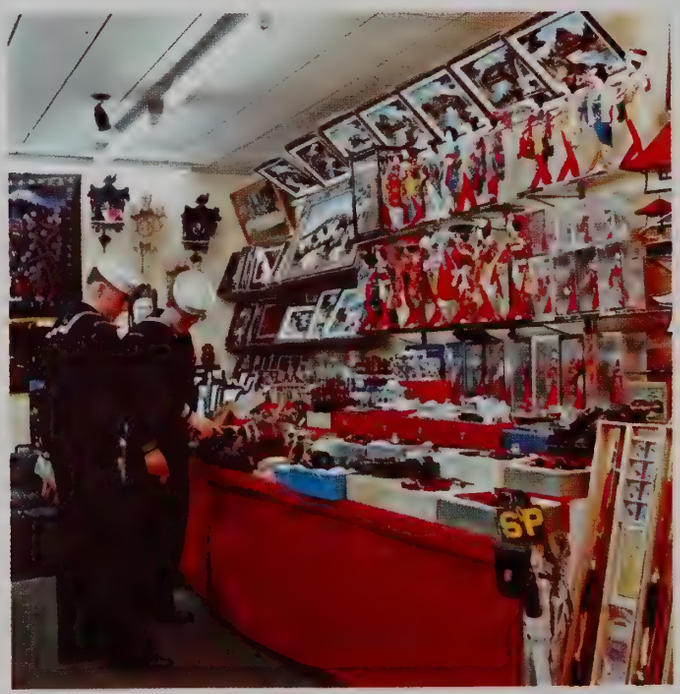
Wetz

. . . bery fine radio . . . and bery small! . . .

Wetz

. . . See! I told you it was a mail box, not a fire hydrant!

Olson



Olson

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Patterson

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Wetz

. . . Some of the Japanese aren't very big . . .

Wetz

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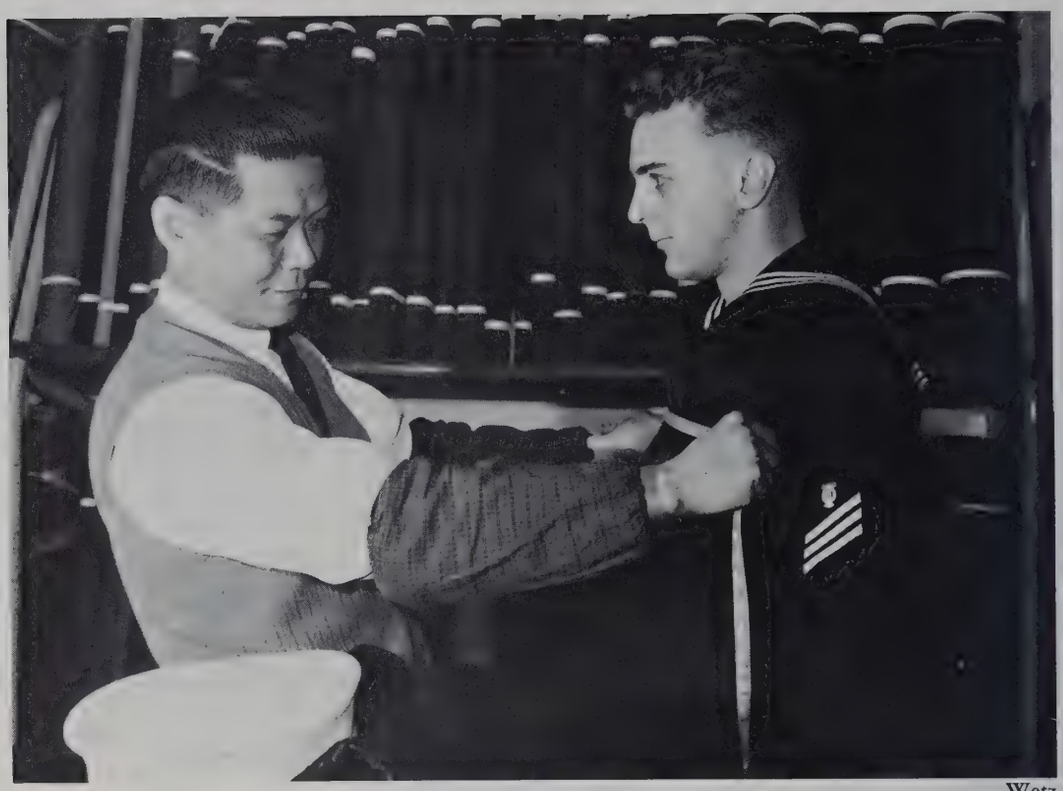
Olson



Wetz

Olson

Wetz

AVOID EMBARRASSMENT
SHOW YOUR IDENTIFICATION
AKAI
CROSS
FIELD
RECORDING
MODEL M-7
SERIAL NO.

Wetz

SASEBO

Wetz

Wetz

Wetz

Wetz

Wetz

Wetz

Santa Comes to Town, Japanese Style.

Wetz

100 Grams for Ten Yen —About Fourteen Cents a Pound—and You Bargain From There.

Wetz

Wetz

" . . . Here You can Get 'Hamburgep' and First Class 'Fry' Rice."

Wetz

In English or Japanese, Its Still Christmas

Wetz

"You Come To *MY SHOP.* I Boss! I Make you *Very* Good Price!"

New Heels! . . . Just One Hundred Fifty Yen!

Wetz

Wetz

. . . And the Kids? They're the Same Everywhere.

Wetz

What Do We Do Overseas? We Take Pictures to Show Where We've Been!

Wetz

"Look At What's On This Cup!"

Wetz

"WHISKEY 50Y" = 14¢
"COFFEE 60Y" = 16⅔¢
. . . No Wonder They Hold Sick Call At 5:00 A.M.!

Wetz

Wetz

Wetz

Wetz

Wetz

Wetz

Wetz

Shopping in Japan is distinctively different. Here, the produce market is often a group of small boxes set on the street with the fruit and vegetables displayed at almost street level. Whatever the mode of display, though, the produce is some of the most fantastic in the world.

Here you see some of the largest turnips, radishes, and carrots you have ever seen. At other times of the year they have strawberries that are too large to fit in a normal sized cup—and that are sold by the piece or by weight, depending on where you buy them.

Fish is one of the mainstays of the Japanese diet, and at these street markets you see it in every possible form—dried, frozen, fresh, alive, and cooked. You only need decide how you want it and what kind, and you can find it here.

Wetz

Wetz

OPERATIONS OFFICER

NAVIGATOR

AIR OFFICER

Except as specified in the succeeding paragraphs, each ship shall be organized into five departments as follows:

(a) An operations department.
(b) A navigation department.
(c) A weapons department.
(d) An engineering department.
(e) A supply department.

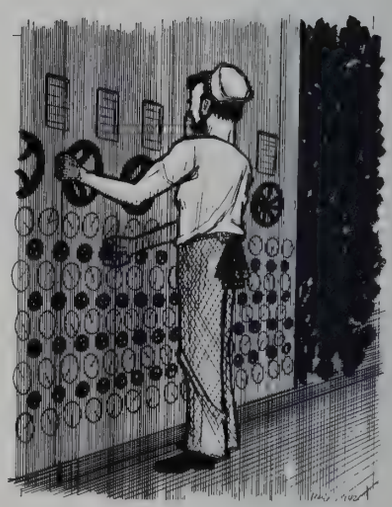
In ships assigned a medical officer there shall be, in addition, a medical department.

In ships assigned a dental officer there shall be, in addition, a dental department.

In aircraft carriers and aircraft tenders there shall be, in addition, an air department.

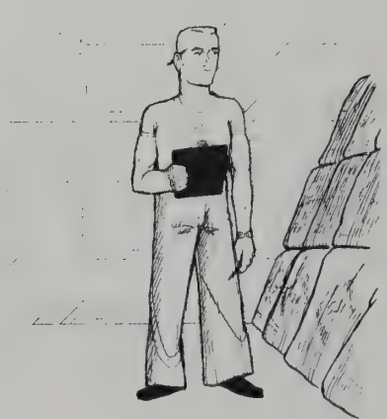
U.S. Navy Regulations, 1948, Article 1103

GUNNERY OFFICER



ENGINEER OFFICER

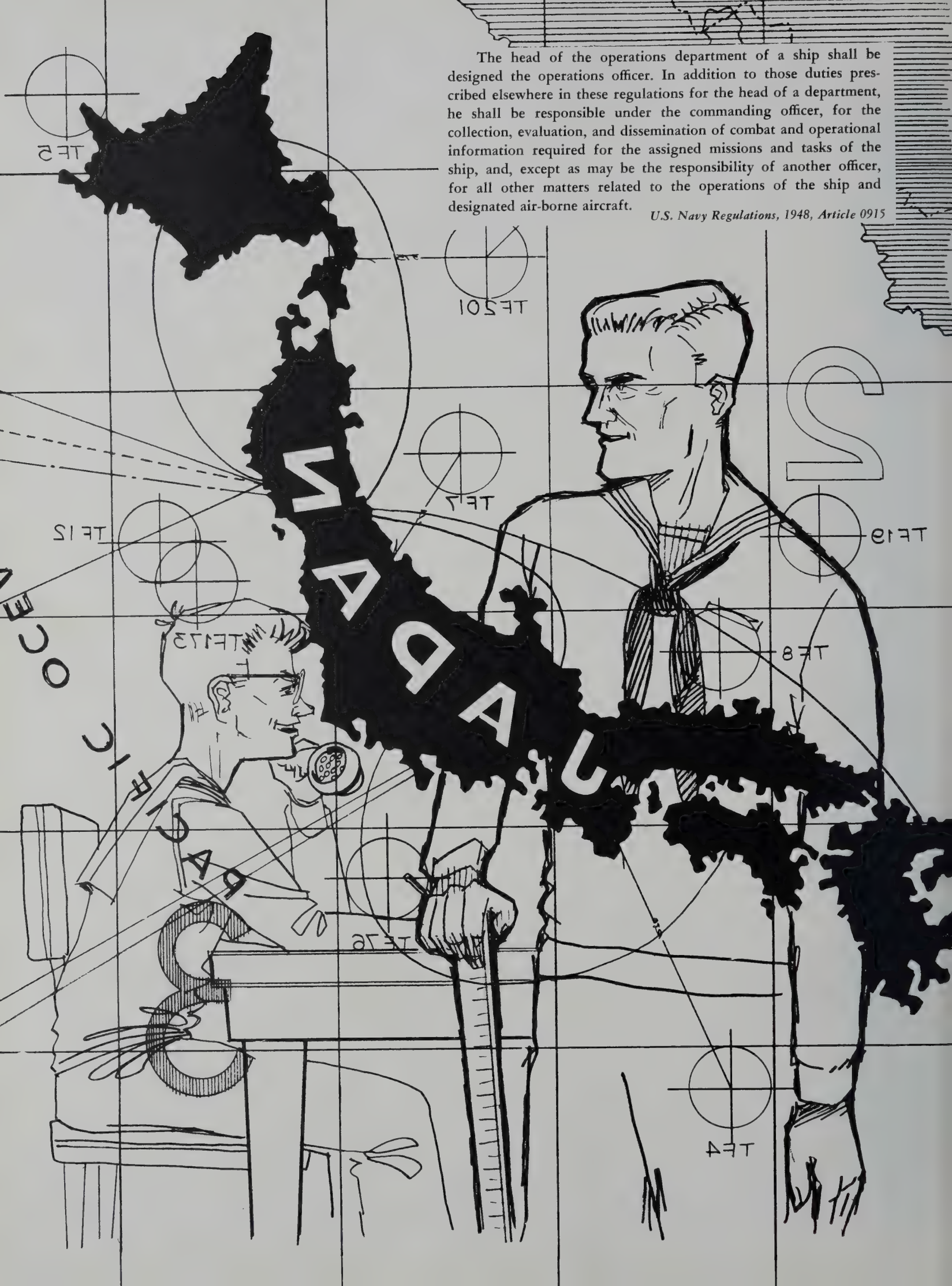
COMMUNICATIONS OFFICER



SUPPLY OFFICER

MEDICAL OFFICER

DENTAL OFFICER



The head of the operations department of a ship shall be designed the operations officer. In addition to those duties prescribed elsewhere in these regulations for the head of a department, he shall be responsible under the commanding officer, for the collection, evaluation, and dissemination of combat and operational information required for the assigned missions and tasks of the ship, and, except as may be the responsibility of another officer, for all other matters related to the operations of the ship and designated air-borne aircraft.

U.S. Navy Regulations, 1948, Article 0915

CDR Marlar E. STEWART, U.S. Navy
Operations Officer

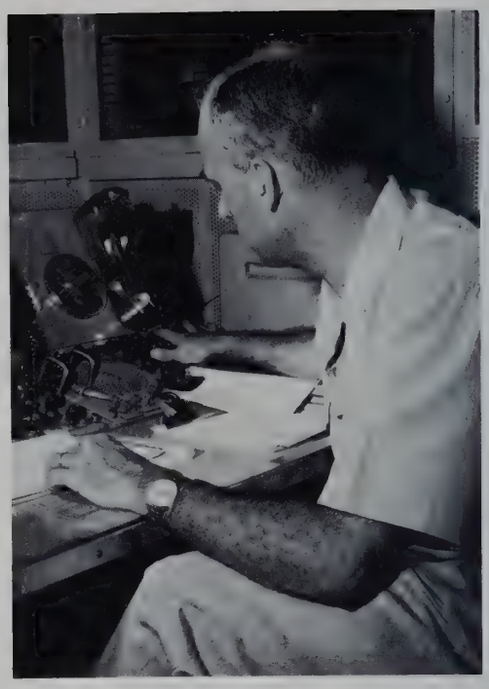
CDR STEWART the son of Mrs. Agnes M. Stewart was born 18 May 1923 at San Miguel, California. Prior to entering the Navy, he studied at California State Polytechnic School. He entered the Navy in 1942 and received his commission as Ensign in 1943.

He has served with various squadrons among which are VF-46, VF-11, VA-115, VA-216 and VT-21. Shore assignments have included NAAS Cananiss Field, Texas and Naval Air Test Center, Service Test Division. Commander Stewart has studied at both the General Line School and the Armed Forces Staff College. He relieved CDR STUART in Decembers 1963!

He wears the Distinguished Flying Cross, Six Air Medals, a Navy Unit Citation Commendation, a Navy Commendation with Conduct "V", the World War II Victory Medal, American Defense Theater Medal, Korean Service, United Nations, National Defense and China Service ribbons.

CDR STEWART is married to the former Lola R. Nicklas of Pueblo, Colorado. The Stewarts reside at 650 Balboa Street, Coronado and have two sons, Richard, 17 and Randall, 14.

CDR Jack C. STUART, U.S. Navy

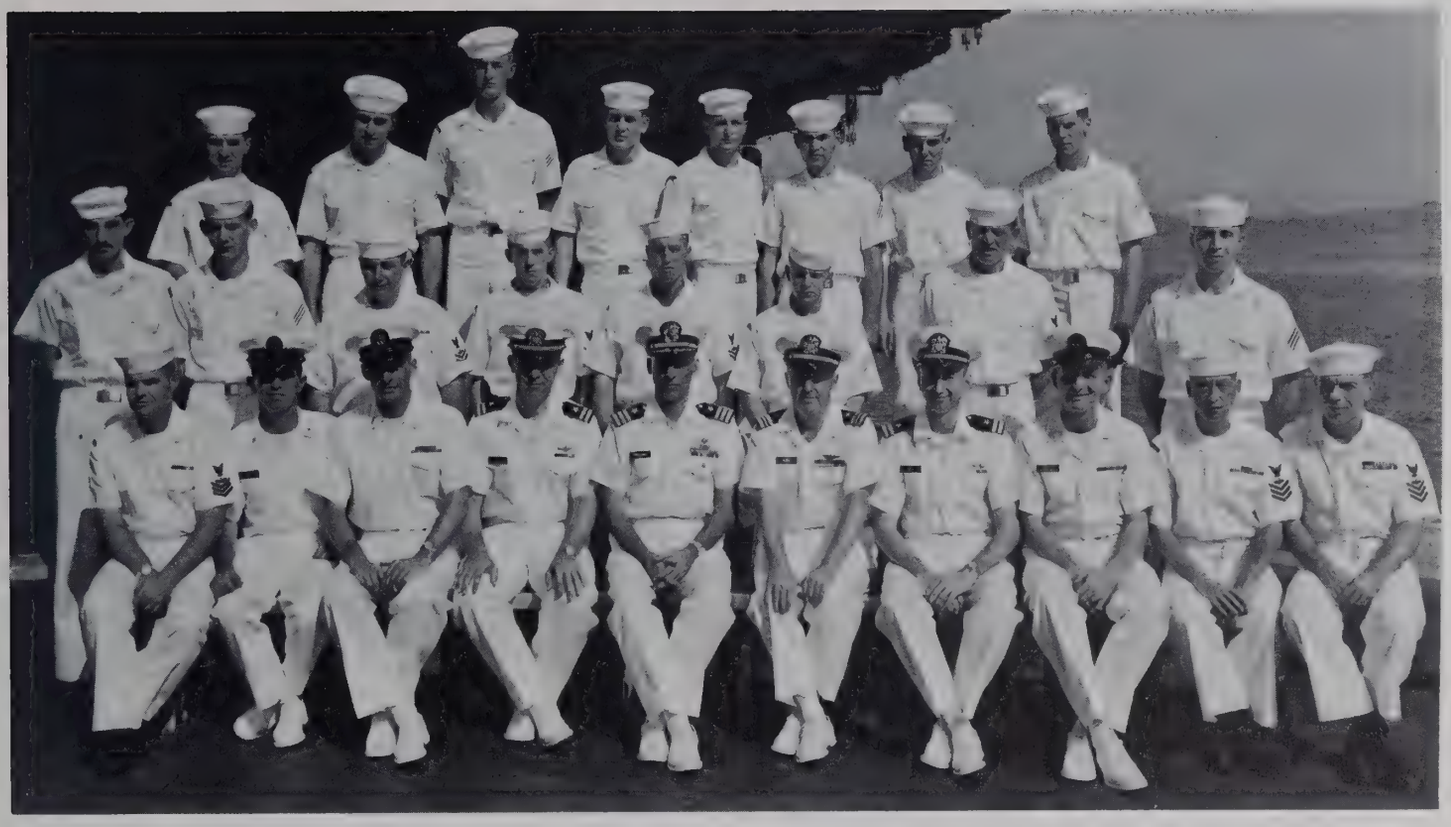


The OC Division is composed of two main branches, Air Operations and Carrier Controlled Approach (CCA). There are 4 officers and 24 enlisted personnel in the OC Division. Most of the enlisted personnel are Aircontrolmen or striking for that rate.

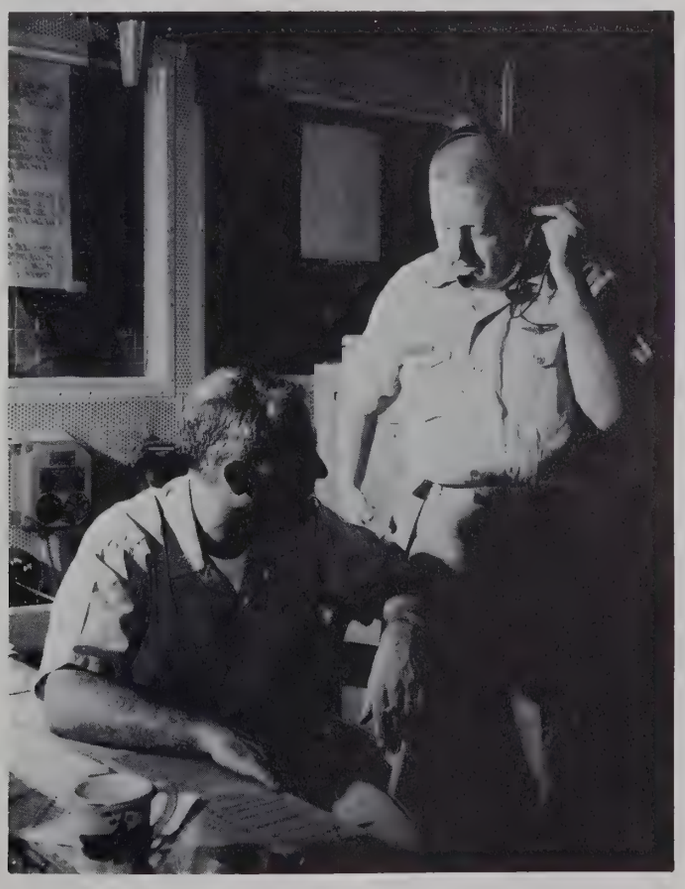
The Air Operations branch composes the daily air plan, keeps half-hourly positions of the ship, and computes ranges and bearings to diversionary fields required if an aircraft has to "bingo" or land at a field ashore. It is also the duty of Air Operations to keep a daily log of all departure and arrival times of aircraft.

CCA is the title given to the Radar Air Traffic Control Agency. A departure controller controls the departure of each aircraft by radar. When an aircraft is ready to return, an approach controller assigns the altitude for the return. After the aircraft commences its approach, it is switched to letdown control which provides sufficient separation for a proper arrested landing interval. Final control takes over when the aircraft is six miles astern of the ship and provides accurate spacing and turns to position the aircraft on the "meatball" for an approach and landing.

All controllers who participated in activities prior to 30 June 1963, received letters of commendation for the part they played in ORISKANY'S winning of the Flatley Award.



Front row: ARMSTRONG, RITCHIE, ROGERS, LT TONCRAY, CDR HARTUNG, LCDR NORD, LT BOCK, BERRYHILL, SCHMELZ, SERDUTZ. Second row: NOLLER, TYLER, RACHEFF, LOGUE, WALKER, JENSEN, CUNNINGHAM, BURTON. Back row; KNOX, CAPE, POST, POHANIC, DOWHAN, HARRISON, BELLACQUA, HEMERSON. Missing from photo: CDR LOWERY, GIBBONS, HUEBNER.



OA

DIVISION

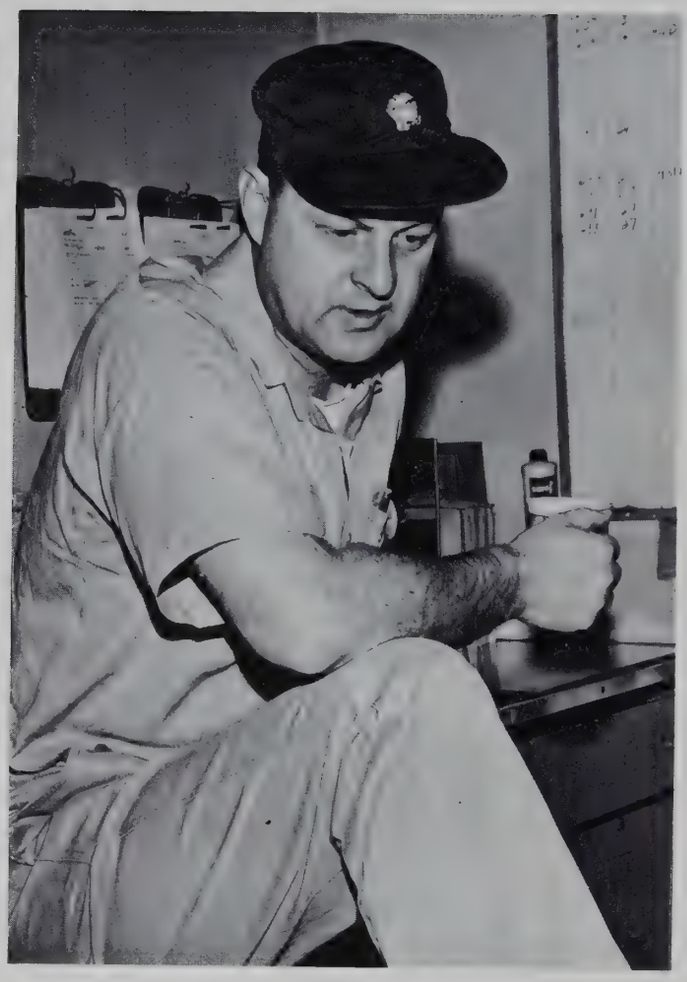
OA Division is the organization within the Operations Department that provides the "task" group, the ship, and the pilots of CAW (the Carrier Air Wing) with the necessary weather information to carry out their assigned tasks with the maximum of help, and the minimum of danger from weather conditions. We are the "weather birds" or "balloon busters" of the Naval Weather Service. The name "Aerology" has been discontinued. In 1958 "Aerology" became the "Naval Weather Service," and was established as a division of the Bureau of Weapons because its duties and responsibilities had become so diversified and widespread that a new organization was required to properly administer them. The Naval Weather Service had come of age.

OA Division's spaces are located on the 01, 02, and 07 levels, and their berthing compartment is on the second deck. The division is manned by one officer and thirteen enlisted men, and is operational twenty-four hours a day every day of the year, with round-the-clock watchstanding by the crew in port as well as at sea. The men prepare data for the use of almost every activity on the ship. These include surf and swell forecasts as well as harbor conditions for the operation of liberty boats. Other services are the refractive index profiles for radar propagation, radioactive fallout patterns, ballistic winds and density conditions, ship routing around very bad weather areas, ice observing for safety in navigation, and varied climatological surveys for advanced operational planning purposes.

Front row: WHITLOCK, PATTEN, DAVIES, MADDUX, KANE. Back row: COPELAND, THIES, LEMKE, MITCHELL, GREBINER, CARUSO. Missing from picture: LT GALLO, SCHOLAR, TITUS.

All of these activities are in addition to the normal daily routine of observing the weather and sending the information around the ship to those with a need to know.

Aerographers must be able to commit some forty-odd forms to memory as well as sixty to seventy code tables and be able to encode or decode weather data at a glance. They must be adroit "pencil pushers" to plot and analyze charts. A vast knowledge of geography, topography, and oceanography must also be among his store of knowledge. Although the AG rating is primarily a clerical and administrative rating, aerographers must be handy with machinery and electronic equipment as well. Radio teletype and radio facsimile equipment is used as a primary source of his raw material. The radiosonde operator must be especially able to apply good old American "know-how" to his daily work. Many of the advances in forecasting technique in the past ten years have been a direct result of aerographers applying their ingenuity in the field of upper air to obtain weather data from higher and higher altitudes. The initiative of the OA Division has led to two of their eleven rated men being selected as "ORISKANY man of the month."



OP

The OP Division, comprised of some thirty industrious officers and men, is unique in that it incorporates three different organizations: the photographic laboratory, the air-intelligence office, and the operations office.

The photographic laboratory, handled by CWO S. MOE and his eighteen photographer's mates, has the herculean task of taking, processing, editing, and distributing all photographic work aboard ORISKANY. Included in this task is the coverage of air operations beginning with the call to flight quarters, and continuing through the day until the last recovery.

Another integral part of the OP Division is the seldom heard from air-intelligence office. This group is under the supervision of LCDR L. L. MONTAGUE. He is assisted by LT. R. L. BROWN, who recently relieved LCDR D. E. JOHNSON as division officer. Five enlisted men round out the division, most of their work being of a classified

First row: GRIFFITH, CARNAHAN, SHANAHAN, CDR JOHNSON, CWO MOE, OUTTEN, MORSE, KELLER. Second row: BAKER, WENGER, DAVIS, PATTERSON, OLSON, PFINGSTON, CHAPMAN, GAUTHIER, PARSON, HOLZHAUER. Back row: STEPHENS, HAGER, GROVE, MAXWELL, HOBBS, GLADDEN, BASS, MYERS, WARD.

nature. Among the less sensitive duties assigned are the upkeep of twelve cabinets of seldom-used and often-changed publications, the shuffling of two storerooms containing one hundred fifty thousand charts and maps, and the maintenance of many target folders and associated material in support of pilot mission planning.

The third part of OP Division is the operations office itself, run by Ensign W. L. NEWCOMB and his four hustling yeomen. Through this office is funneled all departmental paper work, including, but not limited to, the ship's training schedule, and all of operation's orders, schedules, and competitive exercises.

OI

DIVISION

The operations intelligence division, under the guidance and leadership of CDR HIGGINS with LTJG WOODWARD as division officer, performs its functions with exactness and rapidity. The numerous and intricate functions of OI are carried out to their fullest through the use of the Naval Tactical Data System installed within modular CIC during the yard period of 1961. ORISKANY is the only carrier in the 7th Fleet equipped with NTDS.

NTDS consists of high-speed, solid-state digital computers with the ability to complete an instruction in only 20 millionths of a second. The use of data processing by functional programs enables CIC to accomplish its functions with greater speed and accuracy than its sister ships, equipped with conventional installations.

The basic function of OI division is the collection, display, evaluation, and dissemination of tactical and combat information required by various command stations for the efficient fighting and navigation of the ship.

Among the assigned duties and responsibilities of OI division are to provide radar surveillance control, electronic counter measures, and air intercept control.

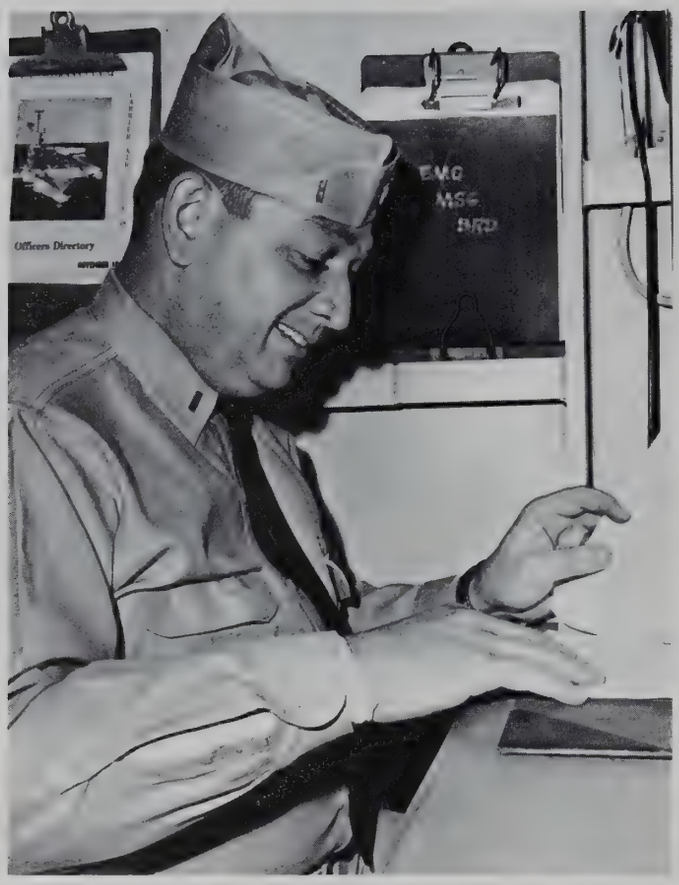
When fully manned for G.Q. and AAWEX, CIC possesses manpower in excess of 120 men. These include 60 rated men, 4 CPOS, 3 MA's, 30 non-rated, and 15 officers.

OI division is an active participant in all phases of sports competition. The most recent achievement is a 2nd place finish in ORISKANY's 1963 softball tournament. The annual OI softball world series features a heated rivalry where the officers battle with the enlisted men as age is pitted against youth.

The prestige and sense of high achievement is ever-present among the members of OI division. These traits are reflected by the excellent appearance and high morale of its men. Personnel inspections find OI at the top of the list of sharp, neat Navy men. The excellent behavior and clean records of its men are beyond reproach. Any man who wears the radar insignia on his uniform aboard our ship, wears it with pride and dignity.

First row: LT O'MARAH, ENS NORTON, LTJG WOODWARD, LT LAWSON, LCDR TURNER, LCDR KNOERR, LTJG CARMICHAEL, LT EASON, ENS MINASSIAN, ENS SEIBOLD, ENS JOHNSON. Second row: HARMON, NELSON, HENDERSON, MORGAN, TAYLOR, JONES, BUTLER, LEMKE, MENZING, WATSON, HICKS, MC KIBBEN, DUNHAM, LULOFF, STARING, WATKINS, JONES. Back row: BENDER, CAMPBELL, CUMMINGS, EHRY, LINDENBERG, WILLIAMS, ESTES, HUGGINS, CHILCOTE, ZIEGLER, WARD, POWERS, HONEYMAN, VILLALOBOS, SAMPSON.

First row: LT O'MARAH, ENS NORTON, LTJG WOODWARD, LT SCHERRER, LCDR TURNER, LCDR KNOERR, LT EASON, LT LAWSON, LTJG CARMICHAEL, ENS SEIBOLD, ENS MINASSIAN, ENS JOHNSON. Second row: JOLLY, McCORMACK, ALDRIDGE, DIETRICH, MC LEOD, THOMAS, FRANCIS, THURBER, MORRIS, BELL, WEISHAAR, HOLMES, KLIMA, POLICKY, BOLDEN, JONES. Back row: PERRY, FANT, BEETS, QUALLS, MYLES, OLSEN, CARON, RICHARDSON, HAND, MACLAUGHLIN, FRIEB, FANT, BADER, HAYES, BARTLETT, TURBERG.



OE DIVISION

The Operations Electronics division is the maintenance division of the operations Department. The division consists of ET's and DS's (Data Systems technicians) and is headed by the EMO with the assistance of the assistant EMO and the NTDS maintenance officer.

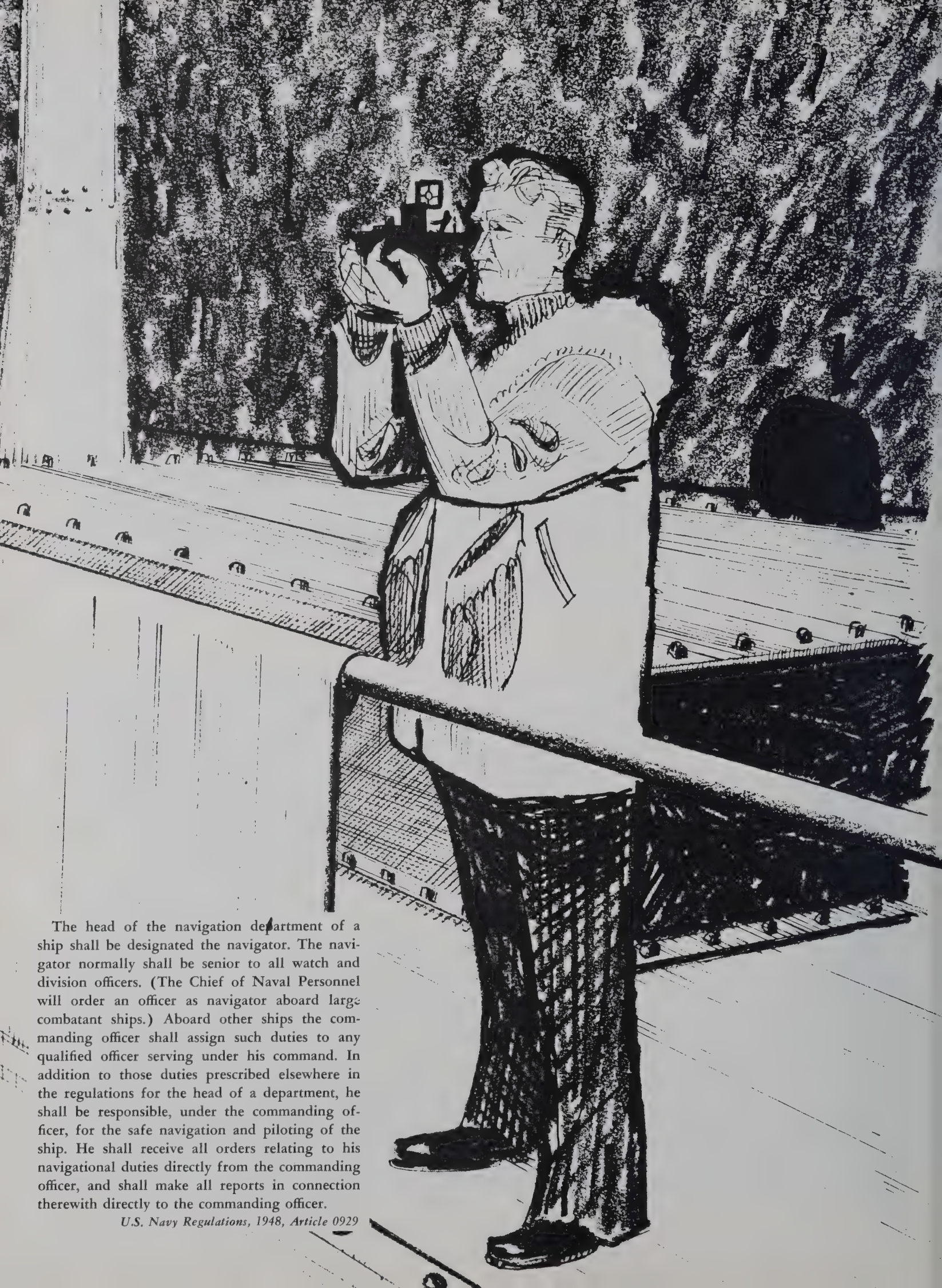
The ET's maintain and repair approximately 125 major electronic equipments and all associated test equipment and most of the ship's entertainment system. Included in this equipment are all the radar, except the fire control radars, all communications radar indicators and Electronic Counter Measures Equipment.

This equipment is found throughout the ship from the keel to the very top of the mast and from the bow to the stern.

The DS's maintain and repair approximately 50 major NTDS equipments and NTDS communication equipment. This equipment is located mostly in and around CIC; however, some of the communications equipment is on the 02 and 09 levels. This equipment differs from the conventional electronics equipment in that it is mostly solid state (transistor). Most DS's are required to attend a minimum of 52 weeks of school after graduation from ET school.

First row: RICE, MANOS, ENS WILDHABER, GRAVES, SCHELIN. Second row: WEBB, MUJICA, YEAGER, CHRISTENSEN, MILLER, MASTERS, YOUND, PUPA. Back row: HAUGEN, DUANE, SOBANKO, MERGERI, LANG, BARRETT, DAVIS, KEMNER, WELLS.

First row: HEINRICH, JOHNSON, ENS WILDHABER, FIELD, LOVE. Second row: MEHLS, MONROE, HOFFMAN, BROWN, BOROFSKY, HEIST, LIND. Back row: MURRAY, OTIS, BRADBURY, HAMMOND, GARY, BENTLEY, MILES, KILLIN, WRIGHT.



The head of the navigation department of a ship shall be designated the navigator. The navigator normally shall be senior to all watch and division officers. (The Chief of Naval Personnel will order an officer as navigator aboard large combatant ships.) Aboard other ships the commanding officer shall assign such duties to any qualified officer serving under his command. In addition to those duties prescribed elsewhere in the regulations for the head of a department, he shall be responsible, under the commanding officer, for the safe navigation and piloting of the ship. He shall receive all orders relating to his navigational duties directly from the commanding officer, and shall make all reports in connection therewith directly to the commanding officer.

U.S. Navy Regulations, 1948, Article 0929

CDR John A. DAVENPORT, U.S. Navy
Navigator

CDR John A. DAVENPORT was born in Newark, New Jersey on August 9, 1922. He entered the Navy as a NAVCAD in 1942 and was designated a naval aviator and commissioned as Ensign in April, 1944. He attended Marquette University in 1947 and General Line School in 1951.

His tours of duty include USS MIDWAY, FAWTULANT, CHINFO as well as skipper of two squadrons, Attack Squadron 152 and Attack Squadron 122. He reported to ORISKANY as Navigator in January, 1963.

CDR DAVENPORT is the son of Mrs. Mary Davenport of East Orange, New Jersey and is married to the former Edna Peterson of New York City. The DAVENPORTS reside in Coronado with their seven children, Dale, 9, John, 8, Marc, 7, Joel, 6, Charles, 5, Donna, 4, and Michael, 3.

Wetz

The quartermasters on ORISKANY perform a myriad of tasks, including navigation. Their duties cover the wide range from celestial navigation to correcting charts and rigging the ship's outline lights.

The navigation department consists of two officers and twenty-one men. CDR DAVENPORT, the navigator, came to ORISKANY from VA-122 where he had been skipper for sixteen months. The assistant navigator, LCDR WETZ, came to ORISKANY from VR-21 at Barber's Point, Hawaii.

Chief Freeman heads the enlisted crew. His training programs have made navigation the envy of the ship. In the past three and a half years there has only been one quartermaster to take a test who has not been promoted and all of the rated men in the navigation department except the chief have earned all their rates on ORISKANY.

In the athletic field they placed third in the softball competition. Suprisingly enough, it wasn't the larger divisions that beat them. It was the flag team that proved their undoing.

Front row: THOMPSON, LCDR WETZ, CDR DAVENPORT, FREEMAN, GARLAND. Second row: HOWARD, SUND, POLK, CARPENTER, WRIGHT, SCHMITZ, TOMS. Back row: BYRD, ROBERTS, KUPER, ERICKSON, EVANS, KLEY, GRIFFIN.

In ships which have an air department the head of that department shall be designated the air officer. In addition to those duties prescribed elsewhere in these regulations for the head of a department, he shall be responsible, under the commanding officer, for the supervision and direction of the launching and landing operations, and the servicing, care, and maintenance of aircraft.

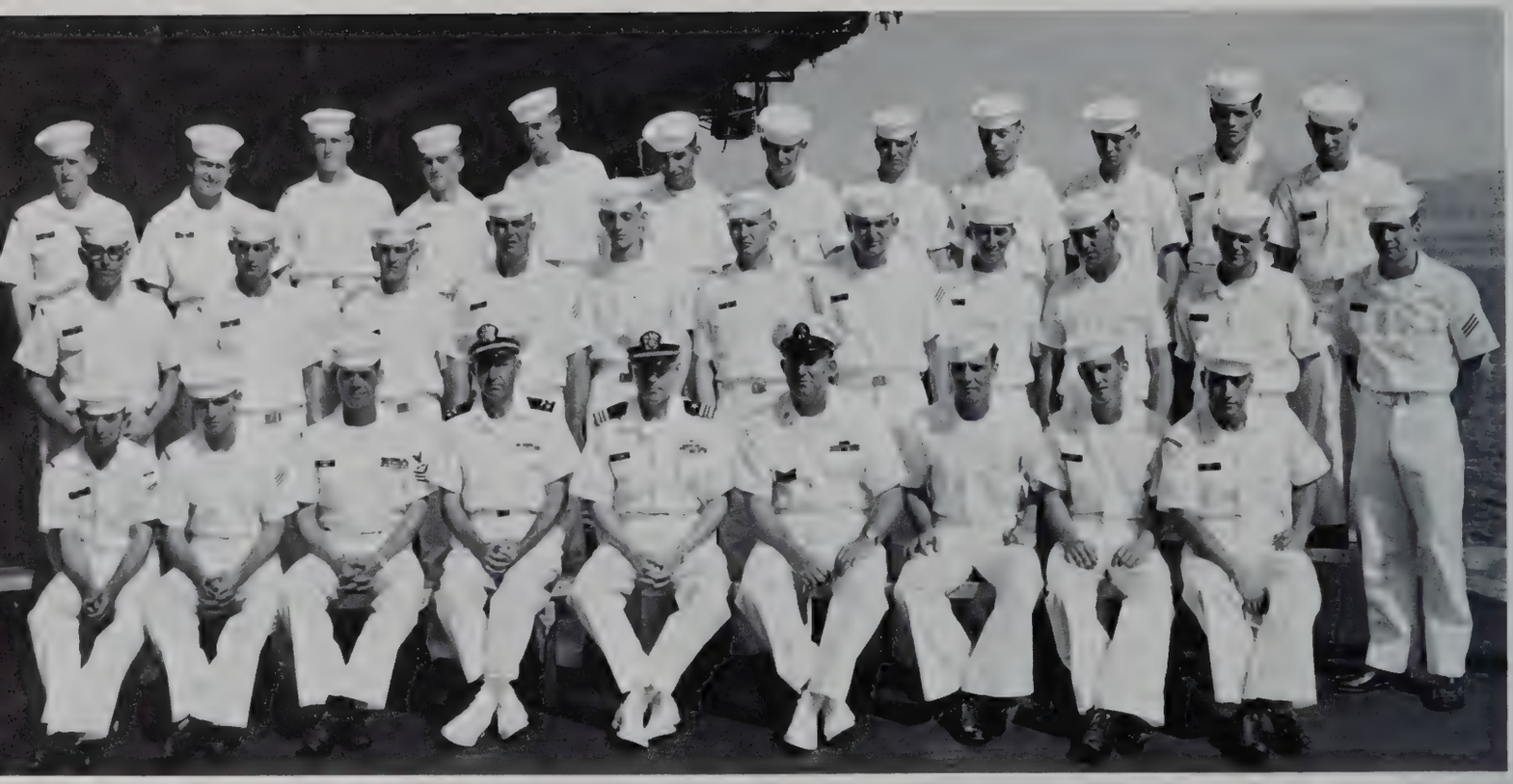
U.S. Navy Regulations, 1948, Article 0960

CDR OLIVER was born in Knox City, Texas on July 1, 1924. He received his civilian education at the University of California and entered the Navy as a NAVCAD in July, 1942. He was commissioned and designated a naval aviator in January, 1944. He has served with several fighter and attack squadrons as well as on the staffs of Carrier Air Group TWO and Commander-in-Chief, Atlantic Fleet. Shore duty for CDR OLIVER has included NAS Alameda, NAS Pensacola and NAS Quonset Point, Rhode Island.

CDR OLIVER wears the Distinguished Flying Cross, the Air Medal Presidential Unit Citation, Navy Unit Commendation as well as many area campaign ribbons and the World War II Victory Medal.

He is the son of Mrs. W. G. OLIVER of Castro Valley, California and is married to the former Frances Pymn of Spokane, Washington. The OLIVERS reside in Coronado with their two children Michael, 5, and Betsy, 3.

V-1 DIVISION



Front row, KRISTOFF, MALSTEAD, ANDERSON, CWO-2 R. W. PHILLIPS, LCDR R. E. ASLUND, STOTT, LLOYD, SEIPP, LARA. Second row, SCHEIDERICH, LOVELESS, DAVIS, BARTON, NASH, WHITTINGTON, WOODWARD, LAWSON, HURST, CROWLING, SHROUF. Third row, WILLOUGHBY, MADDUX, CUMMINGS, DOBSON, RANDALL, MILLER, WYNN, THEISEN, THEISEN, WRIGHT, LEACH, GRIGAR.

Front row, McNEILL, DUNCAN, ANDERSEN, CWO-2 R. W. PHILLIPS, LCDR R. E. ASLUND, STOTT, WALTERS, KINWORTHY, HOLLAND. Second row, KELLEY, WALKER, MULLENS, GILL, UNDERWOOD, GARCIA, PADILLA, DAVIS, SMITH, ESQUIBEL, LONG, BAIR, HUNTLEY, LOUSER. Third row, CYPRET, CONN, HOWARD, DOBSON, DOBSON, CULBREATH, KIMBROUGH, ARNETT, HOLMES, FEWELL, HUNTER, CORDES, SMITHSON, WESTLAKE, STONE, KNIGHT.

V-1 Division, with a complement of one hundred fifteen men, is assigned the task of safe flight-deck handling of embarked aircraft. The assigned mission sounds as routine as operating a parking lot in Anytown, USA, but it could better be compared to operating a three ring-circus on a road tour.

The flight-deck is divided into three distinct arenas for operational control, and the flight-deck chief is the ringmaster. The forward arena is called "Fly-One." The group here has the task of "spotting" or moving incoming planes forward during aircraft recovery. After recovery the planes must be pulled back and "spotted" for the next launch. This movement must be coordinated with the movement of planes being brought up or taken down on the Number One aircraft elevator. During the launch, Fly-One personnel spot the aircraft on the catapult. This must be done with great skill, and requires special training and much practice.

Fly-Two personnel, in the center arena, park, secure, start, break-out, and send forward planes to be launched. They also signal to the pilots, after landing, to raise the tail-hook, fold the wings, and move smartly out of the area, and across the foul-deck line to allow other planes to land.

The after arena, Fly-Three, is composed of the unsung heroes of many battles with whirling propellers, stinging jet blasts, and fast-moving cross-deck pendants. When the planes are re-spotted for launch, it is Fly-Three who initiates the action.

V-2 DIVISION

V-2 is the best, hardest-working, and most respected division aboard ORISKANY. The seventy-one men in the division are primarily aviation boatswain's mates, equipment. These equipment specialists are responsible for the maintenance and operation of the two steam catapults, four arresting gear engines, one barricade engine, and all related support equipment.

The division's safety record is unparalleled by other attack carriers in the fleet. There never has been an aircraft accident attributed to either catapults or arresting gear since the ship was recommissioned in 1959. This can only be attributed to outstanding maintenance, thorough knowledge of the equipment, and close supervision by the petty officers. The division has received a grade of at least "excellent" in all competitive exercises and inspections held prior to and during this deployment. The winning of the Admiral Flatley Award by ORISKANY for flight deck safety was due in no small part to the overall effort expended by this division.

The equipment operated by the division is perhaps as impressive as the men themselves. The catapults and arresting gear are the most modern of any ship in this class in order to meet the demands of modern aircraft with their higher weights and speeds.

Front row, KEELER, PROCTOR, GULLICK, NOCHE, LCDR BASSETT, HARTSWICK, TODD, BARNES. Middle row, VARELMAN, BASS, BRUNSON, FOSTER, WEBB, MARTIN, GILL, GROFT, HILL. Back row, DRIVER, WILLITS, JAMES, BERARDINO, HUGHES, BLAKELY, MILES, FREDRICKS, ADAMS.

Front row, KEELER, PROCTOR, GULLICK, NOCHE, LCDR BASSETT, HARTSWICK, TODD, BARNES, ENCISCO, BUMGARDNER, MEYER. Second row, GOODNIGHT, EDGAR, NEECE, MALOY, CARR, TOBIN, GILROY, CHRISTIANSEN, PRUITT, HASKING, BOLIN, HALTERMAN, LEDESMA, DOMICO, WYNN, DOHERTY, BAILY. Back row, DYSON, KNIGHTON, KOLPIN, GIRDLER, POSTON, WEETER, ISUMU, AGA, HOLLICK, MORRIS, COOKSEY, WOODWARD, BALGE.

Any aircraft operated on the newer, larger carriers can be operated from the deck of ORISKANY. The catapults are capable of accelerating a forty ton aircraft to one hundred ten knots in a distance of two hundred and eleven feet. The arresting gear can absorb the energy of a twenty-five ton aircraft landing at one hundred and thirty knots. To maintain this ponderous and intricate machinery and preserve an accident-free record, presents an outstanding challenge that has been met by an outstanding Division-V-2.

Front row, KEELER, PROCTOR, GULLICK, NOCHE, LCDR BASSETT, HARTSWICK, TODD, BARNES. Middle row, VARELMAN, BASS, BRUNSON, FOSTER, WEBB, MARTIN, GILL, GROFT, HILL. Back row, DRIVER, WILLITS, JAMES, BERARDINO, HUGHES, BLAKELY, MILES, FREDRICKS, ADAMS.

V-3 DIVISION

The V-3 division is charged with the handling of all aircraft on the hangar deck, the operation of the three aircraft elevators, the boat and aircraft crane, and assigned firefighting equipment.

There are 73 men assigned to V-3 and these personnel are divided into three aircraft handling crews, with one crew for each hangar bay. Within each bay there is a bay leader, an aircraft director, and two aircraft safety directors.

The men of V-3 put in a long hard day and they do their part to make ORISKANY the finest carrier afloat.

Front Row: MARLOW, BROWN, MOSS, STACY, MILLER, LT DAVIS, BALDIGA, PRICE, JARVIS, HUTCHINSON. Second Row: CONTRARAS, FOEDISH, LUPKES, LINSTROM, FALCONER, RIVAS, GUTHRIE, JONES, HOSNER, PAGE, SIMONIN, HARMON, LINCOLN, MILLER. Third (Back) Row: HOPSON, HOLLAR, FOY, RICHARDSON, TINNEL, HOLLAND, CRUMBACHER, FLEMING, LINN, BENETT, REESE.

Among the Americans who served on Iwo Island, uncommon valor was a common virtue.

—Fleet Admiral Chester W. Nimitz

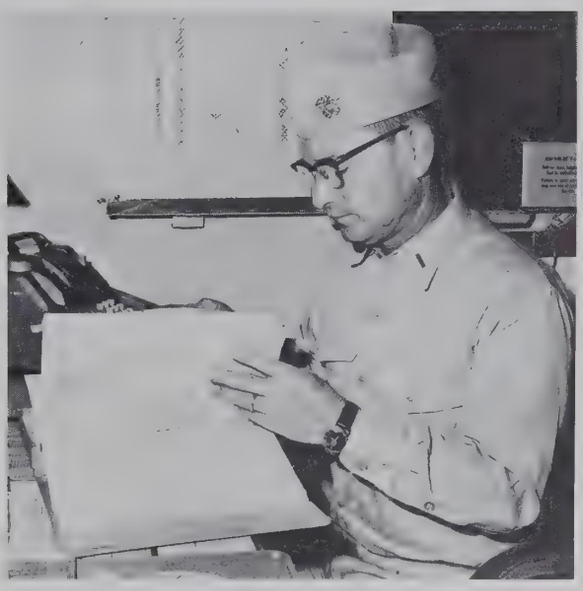
First row, REED, BENZ, HARTSFIELD, ROSSIGNOL, LTJG W. A. MAY, FIKE, FLENNIKEN, BOYD, GRECO, MONTAGUE. Second row, BARNES, HARTSELL, JACKSON, NORTH, LINDMAN, ECKLES, HALL, MARTZ, HOLMES, COBB, BYNUM, HILKER, JONES, BRASIER, HARRIS, BARKER, GILLEY, DRISCOLL, WILLIFORD, CRINER, CHISHOLM. Third row, ALLEN, MOSEID, GILES, DUPUIS, BEMIS, RIPCHICK, McCARTHY, WIDHAM, BARRETT, LUNDGREN, CLARK, HALL, ACHZIGER, MURRY, JONES, MAYO, CAIN, DEARMON, MASTERS, FOSTER, LANDRUM.

V-4

DIVISION

Each man must do all in his power for his country.

— Isaac Hull



The sixty-four men of the V-4 Division, primarily of the boatswain's mate, fuels, rating, run the ORISKANY filling station. They pump the fuel that keeps her planes flying. Modern jets can digest only what is known as "pure, bright fuel." In this respect the men of V-4 stand behind the quality of their product. They monitor the fuel that ORISKANY receives from dockside, or from tankers when they are underway, to make sure that it is acceptable. The fuel is "scrubbed" through three processes before it is considered pure enough for use in an aircraft. To maintain top operating standards, all equipment and spaces must be kept in the highest state of cleanliness and preservation. V-4 takes great pride in the results of their long hours spent to ensure that the division lives up to its motto: "Ready to deliver."

V-5
DIVISION

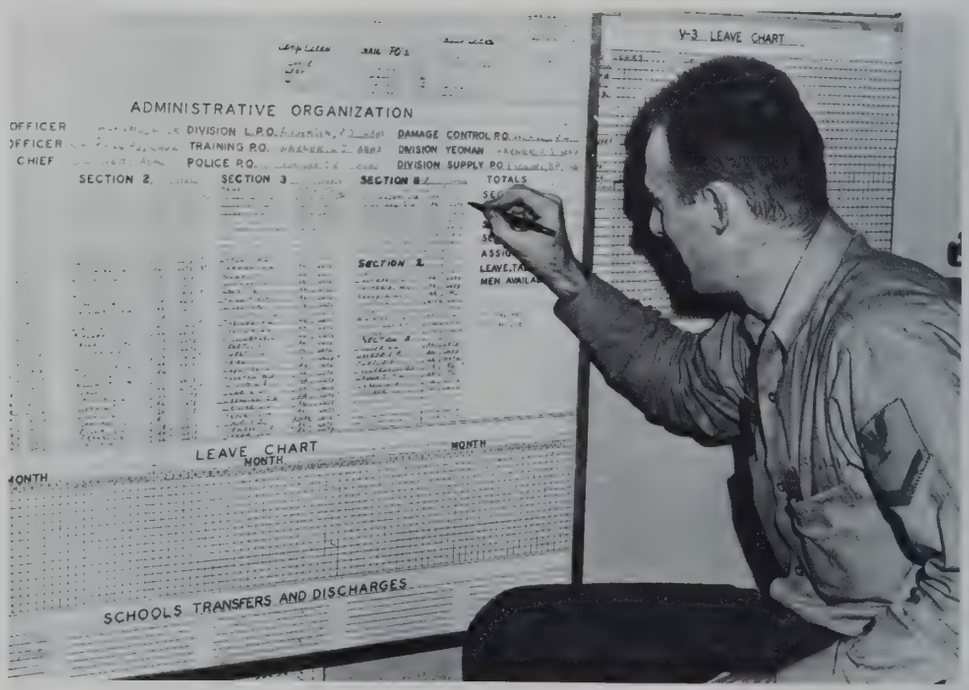
V-5 Division performs two important functions in the Air Department. Five men work in Primary Flight Control and four men work in the Air Department Office.

Under the supervision of the Air Officer and Assistant Air Officer, the personnel in Pri Fly man the various sound powered circuits, keep aircraft status boards, and perform whatever tasks the Air Boss wishes, as well as run numerous errands, such as keeping fresh, hot coffee available while at flight quarters. It might also be well to add that during the entire time that ORISKANY was underway in WESTPAC the "tower flowers" stood a condition III watch ready to launch the CAP, at any time.

The men of V-5 Division who work in the Air Office are under the supervision of the Air Administrative Assistant. Their duties include all the various functions required of the Air Officer in operating his Department in an effective and efficient manner.

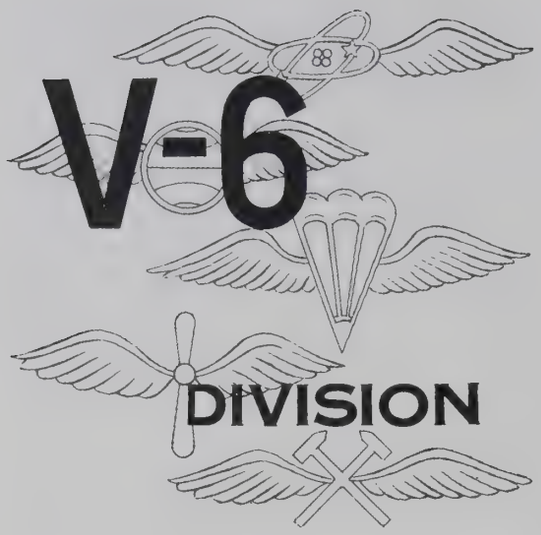
We mutually pledge to each other our lives, our fortunes and our sacred honor.

—The Declaration of Independence



While deployed to WESTPAC, V-5 enjoyed two parties at Subic Bay plus the distinction of being ORISKANY's smallest division. All nine men, including five salty third class, never eager but always willing, contributed their share to make ORISKANY's deployment a success.

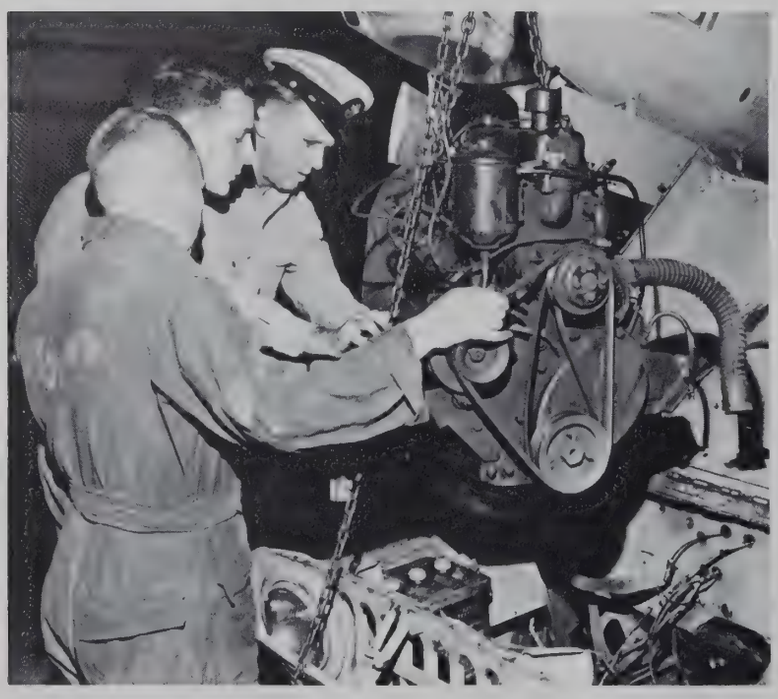
First row: FRIOLI, ENS RICHEY, WILSON, JORDAN, REED, SPAULDING, ALBO.
Personnel not in picture: BAUER, REYNOLDS.



Mission Of V-6 Division

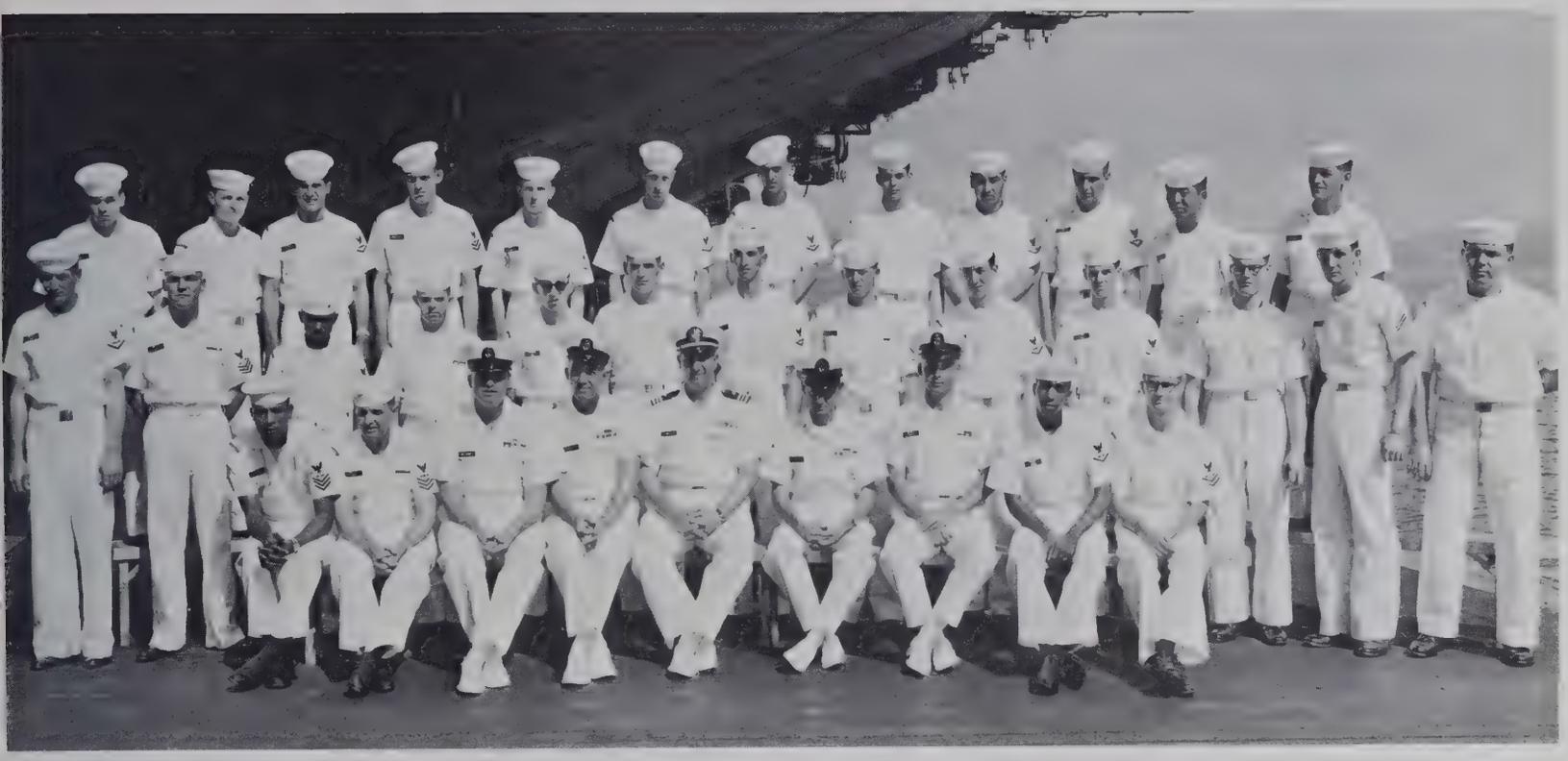
The mission of the V-6 Division of the Air Department is to furnish and maintain the shipboard shops, equipment and facilities required for the maintenance of embarked aircraft and aeornautical equipment and the maintenance and repair of these aircraft and this equipment when the required maintenance is beyond the capabilities of the squadrons concerned. V-6 is also responsible for the procurement, operation, transfer, maintenance, and use of all power driven vehicles assigned to the ship.

Another of the many tasks assigned to V-6 is the operation and maintenance of shipboard aircraft repair facilities including the metal, engine, propeller, tire, electric, electronic, parachute, and oxygen shops, and assigned hangar deck spaces.



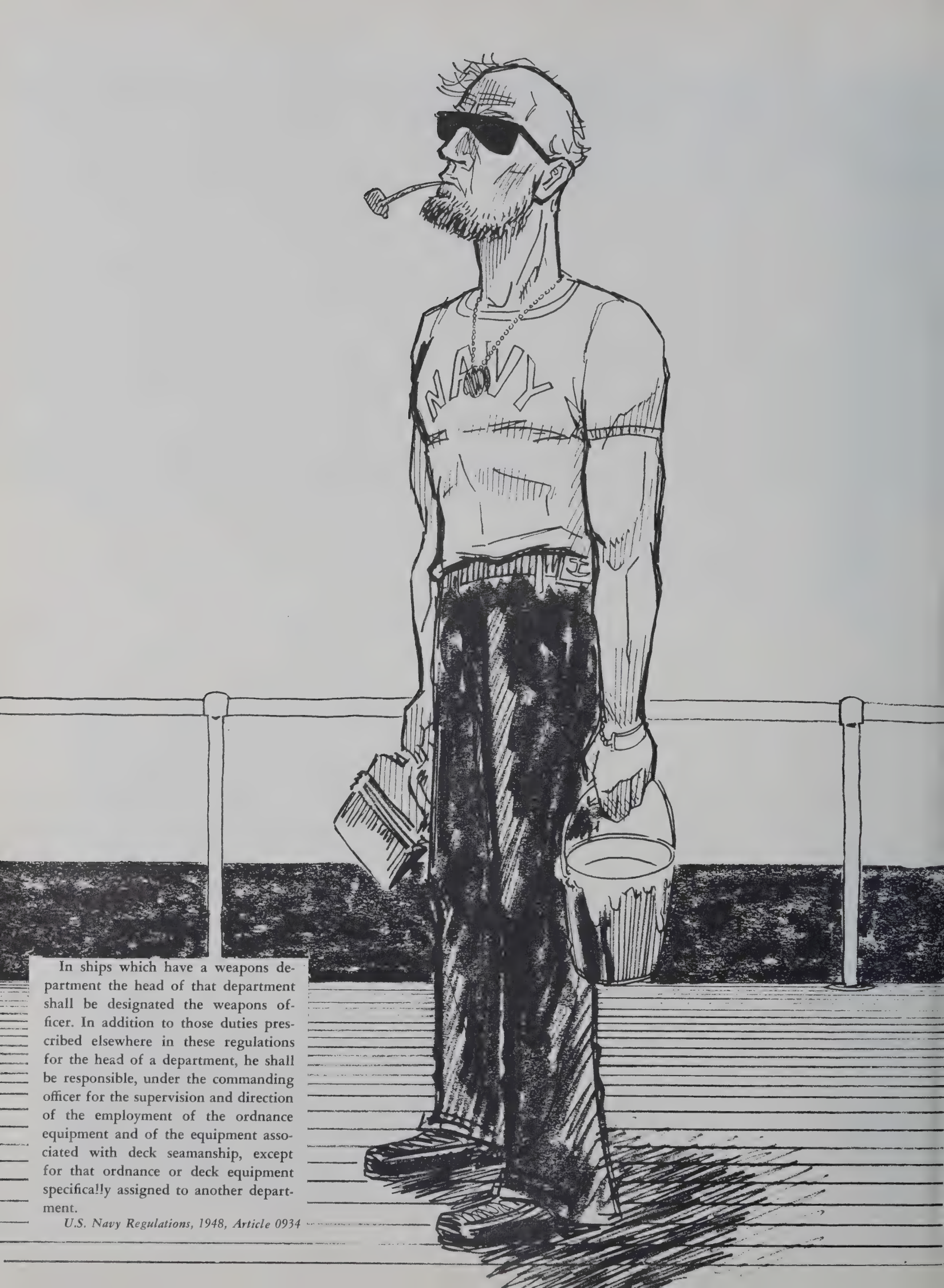
Besides being an aircraft maintenance support division, V-6 has also been given the task of ship's transportation and the licensing of ship's personnel with government driver's license. As far as transportation is concerned, V-6 also acquires vehicles for the Admiral, Staff, Commanding Officer, and Officer Of Deck and furnishes drivers for these. In the same vein, the Transportation Office (V-6) sets up and arranges ahead of time, transportation for ship and divisional parties. In port where it is possible the transportation office procures and coordinates Special Services vehicles for the utilization of ships company and the embarked Air Wing.

Another V-6 function is maintenance and support of the ships C1A (COD) aircraft and furnishes plane captains and maintenance crews for our primary morale booster.



First row: FREEMAN, MILLER, BREIGHNER, RORIE, LCDR BELL, GULLEY, BROOKS, WELLS, VANDERPOOL. Second row: SHEHAN, WELLS, WHEELER, STUCK, FROMAN, TUCKER, HALE, MEREDYK, RORISH, CLARK, WILKERSON, CRABB, WALKER. Back row: WEST, MCGOUGH, DEMAR, GRINDSTAFF, RILEY, BOWERS, BENNETT, STRINGER, FRANSKO, LAMBERT, ARAKI, GILSON.

And the seas of the world to the bold belong.



In ships which have a weapons department the head of that department shall be designated the weapons officer. In addition to those duties prescribed elsewhere in these regulations for the head of a department, he shall be responsible, under the commanding officer for the supervision and direction of the employment of the ordnance equipment and of the equipment associated with deck seamanship, except for that ordnance or deck equipment specifically assigned to another department.

U.S. Navy Regulations, 1948, Article 0934

CDR Alexander URQUHART, the son of Mr. A.W. Urquhart of Palo Alto, California, was born May 9, 1924 in Philadelphia, Pennsylvania. He received his commission in 1946 upon graduation from the U.S. Naval Academy.

Prior to entering flight training, CDR URQUHART served aboard the light cruiser HOUSTON and the radar-picket destroyer DUNCAN as well as doing post-graduate work at M.I.T.

He received the wings of a naval aviator in 1950 and since that time has had duty in several heavy attack squadrons. His shore duty stations include a tour with the Bureau of Aeronautics and studies at the Naval War College. Just previous to his arrival on ORISKANY, CDR URQUHART was Commanding Officer of Heavy Attack Squadron THIRTEEN on board Kitty Hawk. He relieved CDR CLELAND as ORISKANY Gunnery Officer on January 22, 1964.

CDR URQUHART is authorized to wear the China Service, American Theatre, American Defense, Japan Occupation ribbons, and the World War II Victory Medal.

He is married to the former Margaret C. Peters of Concord, Massachusetts. The URQUHARTS reside in Oak Harbor, Washington with their four children Alexander, 16, David, 14, Peter, 12, and Ellen, 4.

CDR H. G. CLELAND was born July 26, 1918 in Albany, Georgia. He entered the Navy in 1934 advancing to Chief Aviation Pilot. He received a Bachelor of Arts degree from the University of Southern California and was commissioned in 1943.

He has served in several squadrons and at every major air station on the East Coast of the United States. He also had duty as Ordnance Officer on the carrier USS LEXINGTON and prior to his tour on ORISKANY was Officer-in-Charge, RATTC #35, Oceana, Virginia.

His Navy education consists of Flight School, General Line School, Aviation Engineering Officers' School, and GCA School.

CDR CLELAND is authorized to wear the Distinguished Flying Cross, Air Medal, Presidential Unit Citation as well as standard area campaign ribbons.

He is the son of Mrs. Ann Tucker of Miami, Florida and is married to the former Jane Irvin of Harrisburg, Pennsylvania. They have three children, Sharon, 21, Kim, 13, and Mike, 8. The CLELANDS will make their home in France while Commander Cleland serves with CINCEUR.

1ST DIVISION

In time of peace it is necessary to prepare and be always prepared for war by sea.

—John Paul Jones

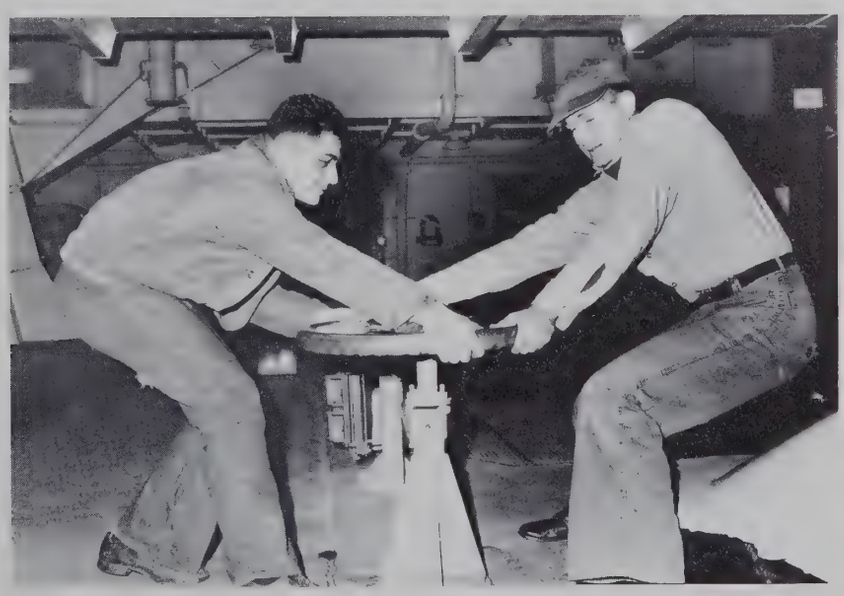
Throughout the world no rate is recognized more readily than the crossed anchors of the Boatswain's Mate, and indeed no men work closed to this symbol than the men of the first division; for among the tasks falling into the realm of their responsibilities lies the maintenance and operation of ORISKANY'S forecastle with its two giant fifteen-ton anchors, and two thousand feet of anchor chain made up of links weighing one hundred and twenty pounds apiece, when ORISKANY is underway the men of the first division play a vital part, supplying helmsmen to steer the ship and to telegraph signals to the engine room. They also supply messengers to shuttle between the bridge and the ship's combat information center (CIC). A more mundane but appreciated service is keeping the bridge personnel supplied with hot, fresh coffee.

Underway replenishments (UNREPS) make it possible for ORISKANY to operate indefinitely without having to go into port for supplies. Here first division renders its services by manning several transfer stations and rigging the necessary lines between the ships. On these lines ORISKANY may take aboard fuel, medical supplies, ammunition, provisions, mail, or personnel.

When General quarters is sounded and battle stations are manned, once again first division can be found playing a key role manning two of the ship's five inch gun mounts. In competition they distinguished themselves by winning the navy "E", symbol of excellence. Three hashmarks painted beneath it indicate subsequent awards for three more years of consistently good shooting.

The sixty-two men of the first division invite you to visit them on ORISKANY. As you board the ship you will cross one of the most beautifully decorated quarterdecks in the entire Pacific fleet, another display of First Division's all-around craftsmanship.

First row: KERBS, MILLIGAN, ALLEN, FLETCHER, BURKETT, ENS PYNE, ENS SIMER, YENTER, KEENE, PAGE. Second row: HUTCHENS, NEWTON, MILLSTEAD, HURLEY, EWERS, JANSON, BRANNON, HUNT, MOORE, COULTER, PARKER, WHITE, LOTZ, COSENTINO, BAILEY, BACON. Back row: HARRISON, SHAFFER, RISLEY, FANNON, BURCH, PATTEN, BODTKE, WALLACE, THORSON, GREEN, MOORE, TEEPLE.



2ND DIVISION

We have met the enemy and they are ours.
— Oliver Hazard Perry

On the first of August, the fifty men of Second Division waved goodbye to their friends and loved ones as the ORISKANY slowly edged away from the pier beginning a seven month cruise throughout the Western Pacific. The division was seven men short of their full complement, but still retained among both rated and non-rated men, many personnel seasoned by at least one previous cruise and well prepared for their forthcoming duties. On the cruise these men proved their worth not only by their own labors, but in the training of newer men to a high state of readiness. Many hours each working day are devoted to keeping their spaces and equipment clean and in top condition. Besides their cleaning stations in officer's country and areas of the port and starboard sponsons, Second Division attends the port motor whaleboat, and the Number Four personnel boat.

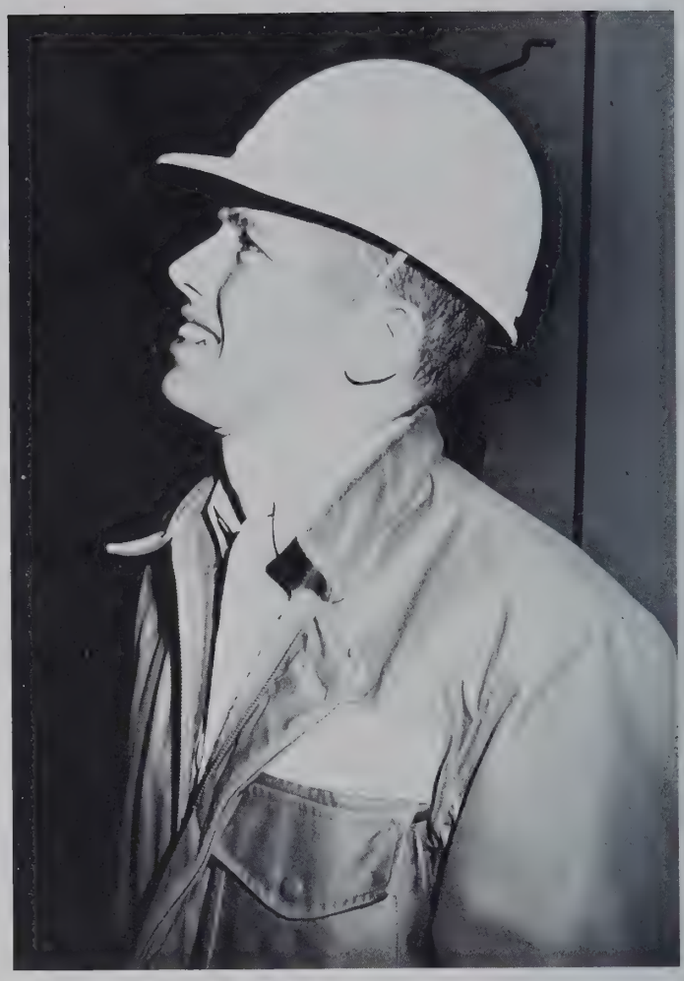
The Second Division shows its muscle and professional skill each time the ship has a special evolution. When mooring or casting ORISKANY off, part of the Second Division may be found on the starboard sponson, smartly attending the mooring lines while others man the whaleboat and assist from below in the water.

Front row: JONES, DENARD, SMITH, ROBINSON, BORIS, LTJG TURPIN, ENS BURGESS, YENTER, THORNTON, LAW, MALONE, DEDO. Second row: BEMET, THOMAS, KIRKLAND, DUPUY, KNOLL, TOO, DOUGHTY, WHITE, CANALES, WALKER, HULME, WILSON, NATHAN, MOHN, PAGE, SCHISLER. Back row: TATUM, FLEMING, RATHBUN, HOBART, McGEE, BOREN, TETER, LATIOLAIS, HATFIELD, COWAN, NELSON, FRUTIGER, NORGEN, ZEHE, ENGLISH.

Second Division gets their chance to sparkle when the ship replenishes while underway, often on short notice and under unfavorable conditions. When the word is passed to man all starboard side replenishment stations, Second Division can be found on the sponson setting up Station Nine or preparing the fueling stations fore and aft. In a short time, their equipment is ready to transfer anything from a Navy Chaplain coming aboard for services to jet fuel.

The will and the skill of the Second Division have enabled them to post outstanding times in their competitive rigging and transfer exercises. They are known throughout the ship as a "can-do" outfit, and feel a deep satisfaction knowing that they contribute greatly to helping ORISKANY fulfil her mission in Wespac.

3RD DIVISION



Third Division is a deck division and is responsible for keeping the aft section of the ship clean, sharp, and ready for whatever activity it is called upon to perform. They are boatswain mates, the roughest, toughest, and hardest working sailors in the Navy and if you doubt it, just ask them.

Whether it's an unrep at night with the wind howling at 40 knots or throwing out 40 rounds of 5"/38 ammo, the Third Division gets the job done in the best Navy tradition.

Although the unreps and gunshoots are their most noticeable activities, there is also the unglamorous work of painting, chipping, and cleaning which Third Division continuously performs and which contributes greatly to ORISKANY'S reputation as the sharpest ship in the Pacific.

The men of the Third Division work just as hard on the beach as they do aboard ship. The men of the Third Division are proud of their job and proud to be serving aboard ORISKANY.

Front row: GARDNER, BATSON, FISCHER, GARCIA, HICKEY, LOMBARD, LTJG PLOCH, TURNER, BISACCA, FOWLER, REED, QUICK. Second row: DONNELLY, GATES, HYLIAN, SCOTT, HANCOCK, TINCU, WEIGANG, LIBERTON, SHORT, WEBER, KOLCZYNSKI, BYRD, STEPHENS, SUITER.

Ships are to little purpose without skillful seaman.

— Hakluyt

Front row: GEISLER, VILA, CONNER, LOMBARD, LTJG PLOCH, LUCAS, WASHINGTON, COLVIN, McCULLY, PAYNE. Second row: SATTERWHITE, WETZEL, McNULTY, DAVIS, SMITH, MAHANNA, ROCKWELL, MOORE, SEIBERS, JOHNSON, DAVIS, DONNELLY, FULLER.

5TH DIVISION

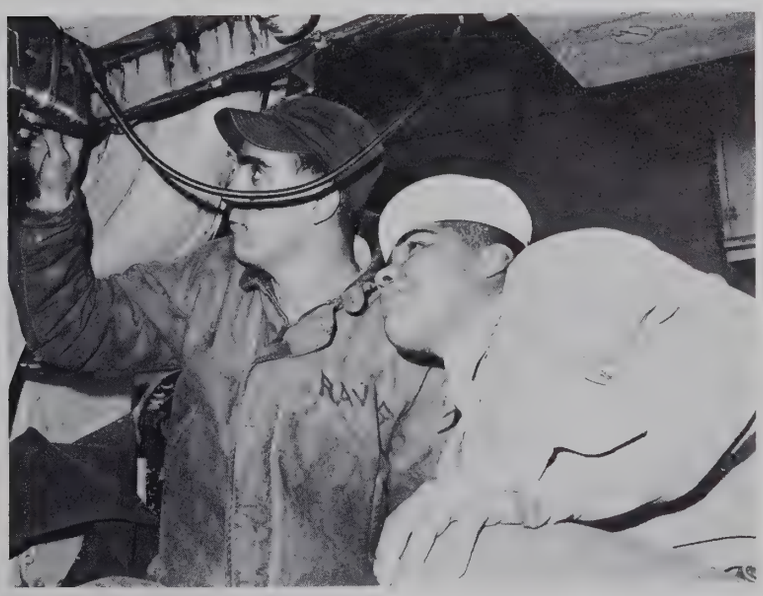
Weather, saltspray and air operations persistently challenge the abilities of 5th Division's Gunner's Mates in their task of keeping ORISKANY's six, time-honored 5"/38 calibre open mounts in top firing condition. Old carrier sailors recognize these guns as the same type which defended our World War II "flattops." Although now twenty years older and a little bit tired, these venerable stalwarts continue to carry out their assigned task as an integral part of ORISKANY'S air defense system. The six, highly cherished "E's", which grace the splinter shields attest to their accuracy, point out their readiness to respond when called upon in a time of emergency. 5th Division can proudly look back on the 1963-1964 deployment as a highly successful one during which outstanding and excellent scores were recorded in competitive firing exercises against sleeve and drone targets.

ORISKANY's gunners do not confine their interest to the guns alone but to the associated hoists and magazines as well. No less important are the jobs of those who labor below decks, making sure that a steady supply of ammunition is available to the mounts above. Together with the gun crews, they form an efficient, hard-working team, dedicated to their ship, the Navy and to gunnery excellence.

Front row: McGEE, APPLEGARTH, LTJG THOMPSON, PATTERSON, GIFFORD. Back row: BETTS, SWAYNE, RAVER, GALICIA, TATE, RODRIGUEZ, ERICKSON, MOROCCO, HOOK, TOWNSLEY.

You may fire when you are ready, Gridley.

—George Dewey



Wetz

"... you just don't do that down here!"

G DIVISION

Gunnery Division is comprised of seventy-two men. Of these, fifty-one are of the aviation ordnance rate and twenty-one are gunner's mates. To them falls the task of handling all ordnance aboard ORISKANY. For the greatest efficiency, the men of the division are assigned as teams. Of these, three are composed entirely of ordnancemen, and their individual duties are separate and distinct.

First, there is the elevator crew. Their responsibility is the operation and maintenance of all bomb and rocket elevators. They are the team that is often referred to as "the man behind the man behind the gun." The second team is the hangar-deck crew. This team maintains the bomb-trucks and skids, and is charged with breaking-out all ordnance needed from the hangar-deck magazines. In addition, these men restock the magazines upon the arrival of new ordnance. Up above, is the third team, the flight-deck crew, whose responsibility it is to see that all ordinance coming to the flight-deck is loaded on the assigned aircraft. These men ensure that all ordnance is properly secured, and that all electrical connections are tight. Without their inspection and approval, no aircraft can be launched. This crew also belts (by hand) all 20MM ammunition used by the aircraft. Also on the flight deck is the EOD (Explosive Ordnance Disposal) man. His presence is required in the event that aircraft returning to the ship have ordnance that failed to fire or release due to a malfunction. He will inspect the ordnance and decide whether it is safe to off-load and stow below, or should be jettisoned over the side.

The fourth team of the "G" division is made up of the gunner's mates. They play a very important role in the division, breaking out bombs and rockets and maintaining all the magazines below the third deck. These men also repair and stow in the armory, the extensive arsenal used to train the ship's landing force. During the

Wetz

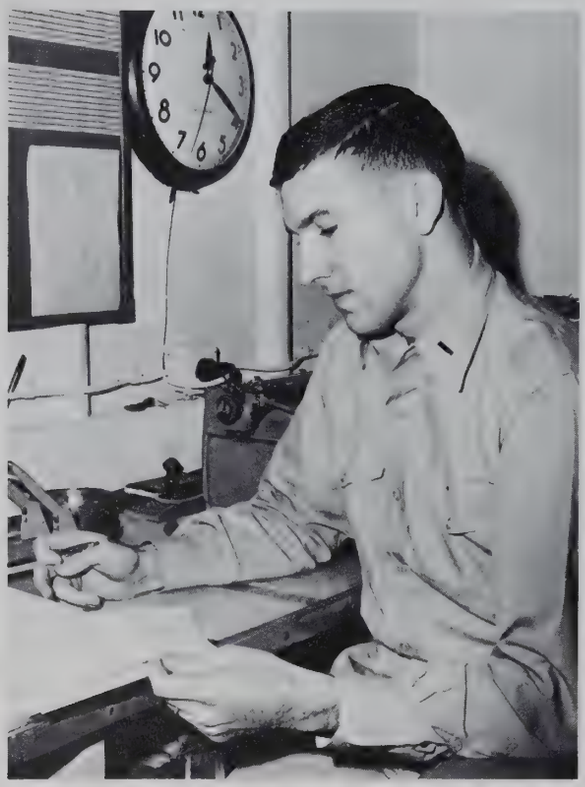
Front row: DOE, UPP, ENS CUNNINGHAM, LT CAMPBELL, LTJG JOHNSON, CORDES, HOUSE, GODFREY. Second row: BLONDIN, TOBIN, WEST, OWENS, CAVIL, YERTON, GRAYSON, MOON, GOODRIDGE, HYMAN, JOHNSON, GOFF, FERGUSEN, DUDA, GEHRKE, KEIM, SMITH, TRISTANO. Third row: NORTH, LOEHR, SAUNDERS, HENDRICKSEN, FORAN, DOTSON, JONES, RAINVILLE, KENNEDY, BOYLES, ABBOTT, TATE, MACKENZIE, TYLER, NIEDLINGER, CAMPBELL.

Sighted sub, sank same.

ORISKANY'S replenishments it is the gunner's mate who fires the lines across to the replenishing ship. At night this becomes a very difficult procedure as he must fire in almost total darkness at a pre-designated spot on a ship some thirty to fifty yards away, having to make allowances for the wind and the pitching of the ships.

During the ship's in-port periods, "G" division takes advantage of its extra time to concentrate on sports. They field one of the best softball teams on the ship, their record for the cruise showing ten victories against only one defeat. The name of their team? "The Bombers", naturally.

Wetz



FOX DIVISION

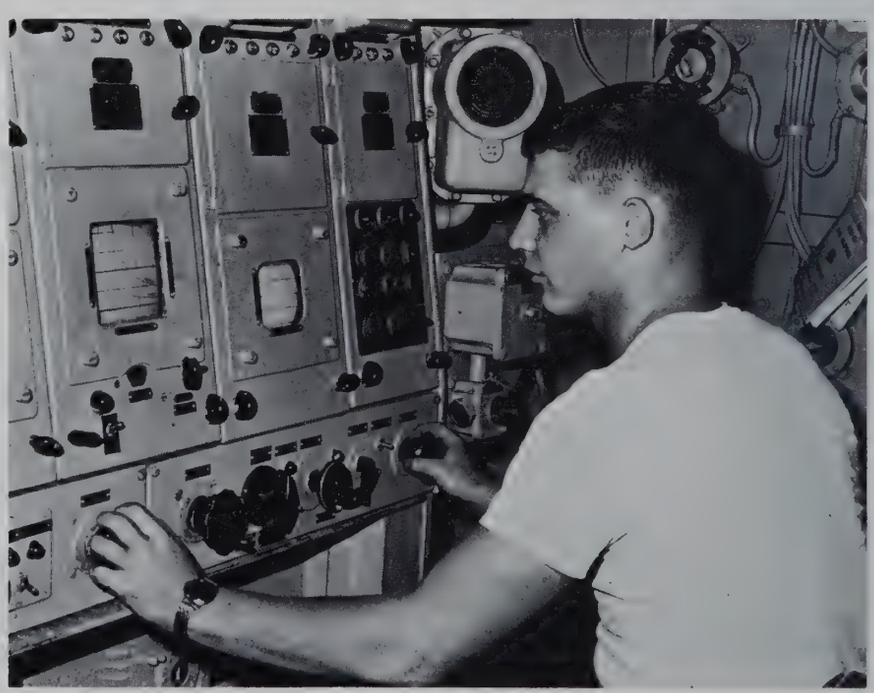
Fire control is the technique of delivering effective fire on a selected target. It includes the material, personnel, methods, communications, and organization necessary to harass, damage, or destroy the enemy. Within the Navy, however, the term has been customarily restricted to the control of gunfire.

The fundamental problem of gunfire control is to direct the gun in such a way that the projectile will hit the designated target. If the target is stationary, and close enough, the problem is not difficult. Complications are introduced by increasing the range, by shooting from a moving platform such as a ship, by shooting at moving targets, and by shooting many guns at the same target with centralized control. The increase in range increases the time of flight of the projectile, allowing gravity to exert its influence over a longer period of time and to cause the projectile to fall more and more below the projectile axis of the bore of the gun.

The Fox Division is comprised of a total of two officers and twenty eight men, one chief petty officer, one first class, three second class, seven thirds, and sixteen seamen. Their responsibilities include the upkeep, maintenance, and operation of four gunfire control systems, and one target designation system. Fox Division boasts a collection of eleven "E"s gathered for excellence in fire control over the last four years of competition, a unique distinction throughout the entire Pacific Fleet.

The best protection against the enemy's fire is a well-directed fire from your own guns.

— Adm. David Farragut



Front row: SANDSTROM, WAGNER, LTJG FRANKLIN, DELOATCH, FULLER, LITHERLAND. Second row: ING, VOGEL, JONES, BECHTOLD, SKINNER, DOUGLAS, SHERMAN, JOHNSON, KINNAMON. Third row: HUNDTOFT, WATSON, SHIREY, KUHN, ELDRIDGE, STEWART, SCHIED, LYTLE, STARNS. Back row: HATFIELD, BURK.

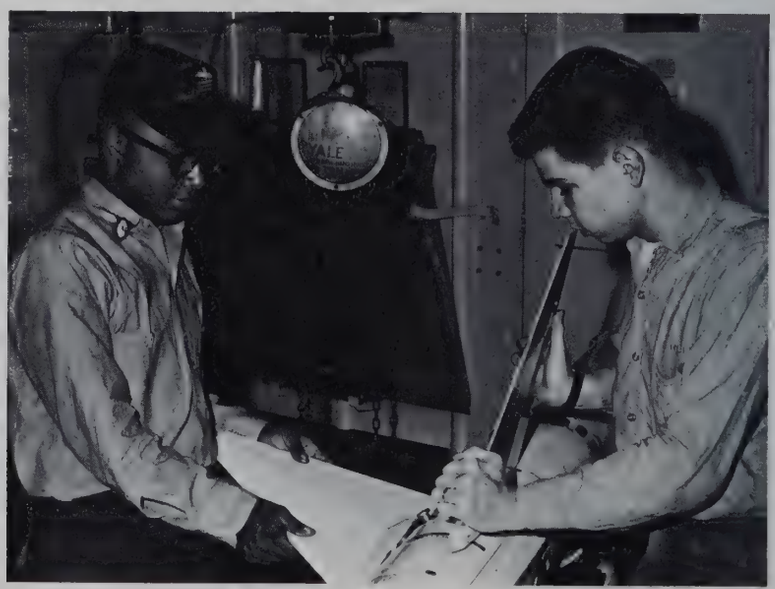
GM DIVISION

When this eye watches you, watch out!

The Guided Missile Division tests, assembles, and delivers air launched guided missiles, which are the front line defense of the carrier, to the fighter and attack squadrons of the carrier air group. The missiles delivered by the Guided Missile Division are the Sparrow III all-weather air to air missile, the Sidewinder air to air missile, and the Bullpup air to surface missile.

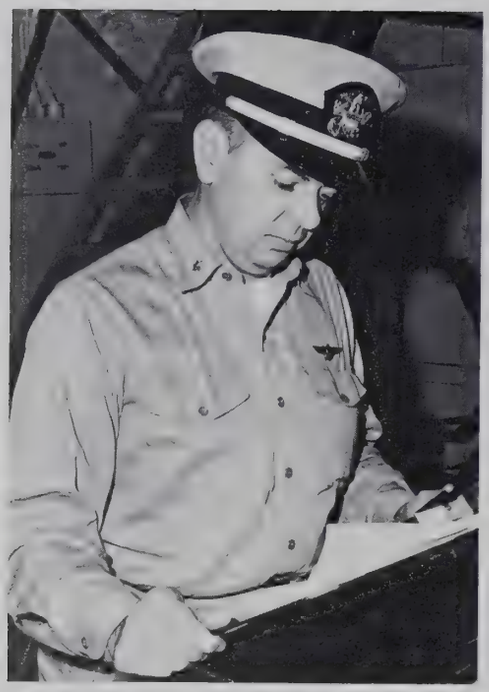
Twenty-six men make up the complement of the Guided Missile Division. These men are divided into two rates; Aviation Electronics Technicians for maintenance of test equipment, and Aviation Ordnancemen who assemble, test, and deliver the missile to the squadron.

We are ready now.
— Joseph Taussig



Front row: TRAVIS, BRADLEY, RHOADES, GAROUTTE, LCDR MILLER, LOEBS, ALLEN, SEADER, PEARCY, SCOTT, HAEFKE. Back row: MISERO, POFFINBARGER, BERLINSKI, VOGT, EDWARDS, SMITH, CAMPBELL, HOOVER, DILDY, HAGA, MALLOY, MORGAN, WINITEHEAD, HOSKINS, ALLEN.

To accomplish its assigned mission the Guided Missile Division requires a high degree of training. This training starts with specialized Class "C" schools, classroom training within the division, and practical breakout and assembly drills. All this training blends the new men with the experienced into a smooth operating team. Then, prior to deployment, this training is put to the test through several graded exercises: WEPTRAEX (Weapons Training Exercise), STRIKEX (Striking Exercise), and ORI (Operational Readiness Inspection). After passing the ORI, the missile team is ready to answer the call, "Missiles to the flight deck." When the Combat Information Center, the eyes of the ship, detects an unidentified target, and the fighter aircraft are launched to intercept the target, they know that the missiles they carry are ready and able to shoot the target out of the sky, should it threaten the safety of the task group. So far the only targets that have felt the destructive power of ORISKANY'S missiles have been practice targets. The men of the GM Division hope that their missiles are never needed to blast plane and man from the sky. If the call ever comes however, the Guided Missile Division is ready to deliver their birds of destruction to protect the freedom of the United States and her allies.



W DIVISION

There could be no doubt that the intention of her commander was, if he could not conquer, to sink alongside.

—Testimony of Captain Pearson of SERAPIS about John Paul Jones

First row: LYONS, BAILEY, ONGE, ENS PETERSON, LCDR RIEMER, LTJG McCUSKER, ENS ARNOLD, PRESSEAU. Second row: COCKE, JOHNSON, REMINGTON, LUEB, JONES, COSTANZO, KORTUM, BOLT, NICHOLS. Back row: KLINGLER, JENSEN, POOL, WILLIAMS, SUMMERS, FRINCKE, MAUPIN, HOLMES, THOMSON, NEHLS.

"W" DIVISION

Step right up folks, this is your lucky day. We're talking about "W" division, and we only do that once a year. Now you ask someone about "W" division and what do they say? "Yeah, we know them. They're the guys who wear the pink badges. They work down in a hole and only time we see them is when they come out for chow, and the light makes their eyes blink." We do work away from the rest of the crew and no one knows too much about us, so right here we're going to clear up a lot of questions that people have been asking.

"What's the "W" stand for?" Well, to a sailor, the "W" could stand for wine, women, well-done steak, or weekend liberty, but in this case it stands for "Weapons." You never know what we've got down there. It could range from our scotch-tape and rubber stamps, to our shiny coffee urn or do-it-yourself weight-lifting outfit. Or, it could be something entirely different. If you think that perhaps this doesn't rate a marine sentry, consider this: we've got the only stencil-cutting machine on board, and if you think we're going to let that get away from us, your're crazy!

"What does the "W" division contribute?" The "W" division contributes in three categories. First, to the ship. To ORISKANY we give the highest percentage of "Men of the Month" of any division on the ship; also a remarkably high per-capita donation on all fund drives, and a practically spotless disciplinary record. Secondly, our contribution to the Navy: An incomparable record of outstanding awards for safety, administration, and operational efficiency. Our third contribution is to our country, and that is security.

Now you may ask, "What about personnel?" They're the best. The very best. Their background and character are beyond reproach, and their mental, physical, and moral qualities have proven to be above standard. The fact that they are with us identifies them as being truly the pride of the fleet. Their skills are varied. And with us you'll find men wearing the ratings of aviation ordnanceman, aviation electrician, gunner's mate, (both smooth-bore and technician), electrician, pipefitter, yeoman, and storekeeper. (We tried to get a cook and a musician for morale purposes, but they said they got a better offer from the flag) the high morale of the "W" division is reflected in the motto of their men: "Caveat Emptor," let the buyer beware.

7TH DIVISION

The duties of the Marine detachment aboard ORISKANY are many and varied. The primary mission is to provide the nucleus of the ship's landing party. The detachment maintains the ship's brig, has charge of the ship's internal security, provides orderlies for the commanding officer and executive officer, and provides honor guards for visiting dignitaries. Last year the detachment had the distinct privilege of holding honors during a visit by the late President Kennedy.

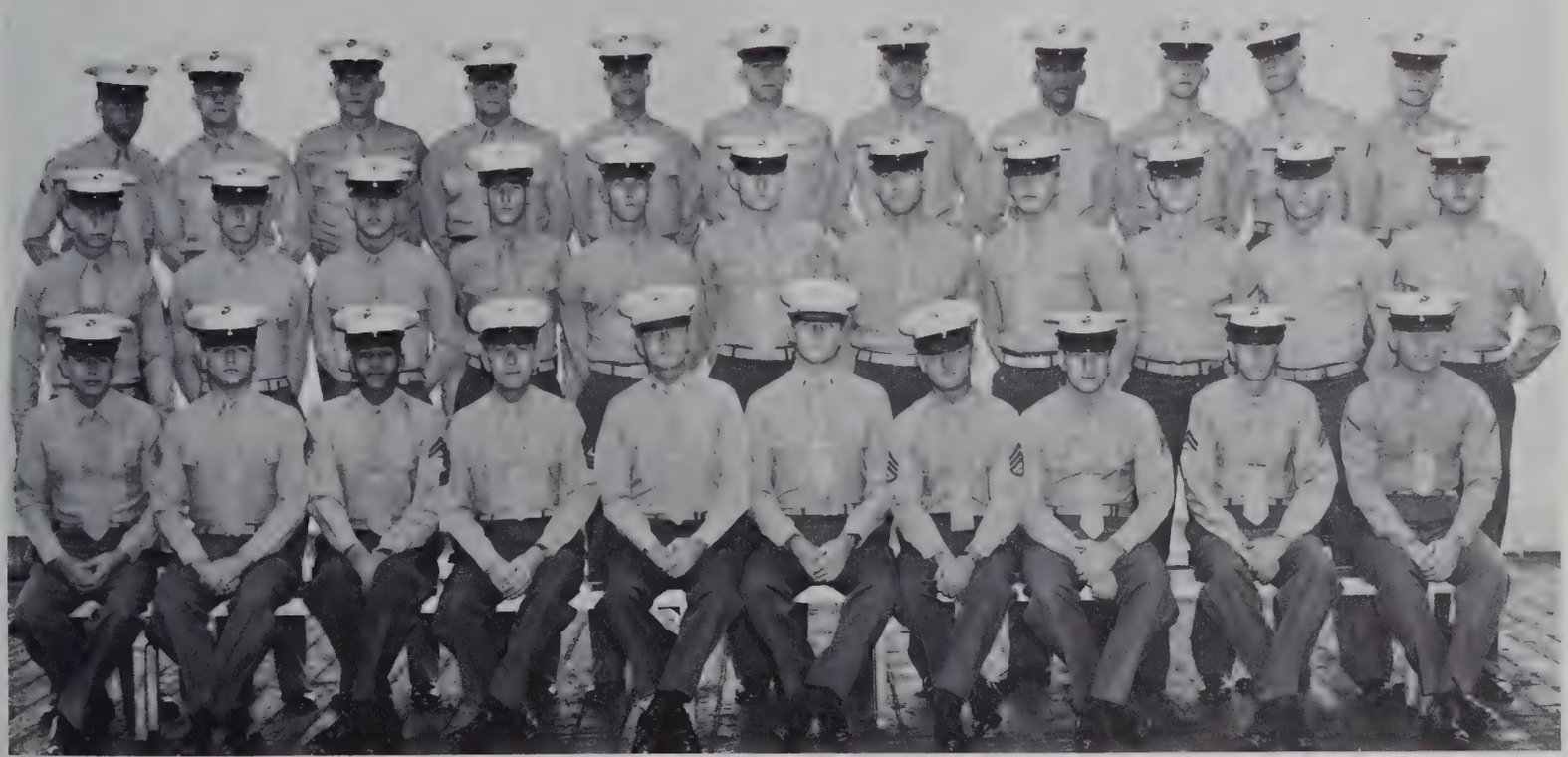
Along with these responsibilities, the detachment maintains a well-rounded training program in general military subjects both at sea and in port. During in-port periods, facilities permitting, the detachment conducts extensive field maneuvers. The most ideal conditions were found at the Naval base, Subic Bay, Philippine Islands, where the terrain offered great flexibility in the training program. In Subic, the training syllabus was composed of field-firing all the weapons organic to the detachment, small-unit tactics, and the highpoint,. jungle survival, which included the constructing of shelters, identifying and gathering edible plants and roots, and procuring potable water.

The detachment, commanded by Captain James E. SWAB, has a total of two officers and fifty-nine enlisted, including two staff NCOs.

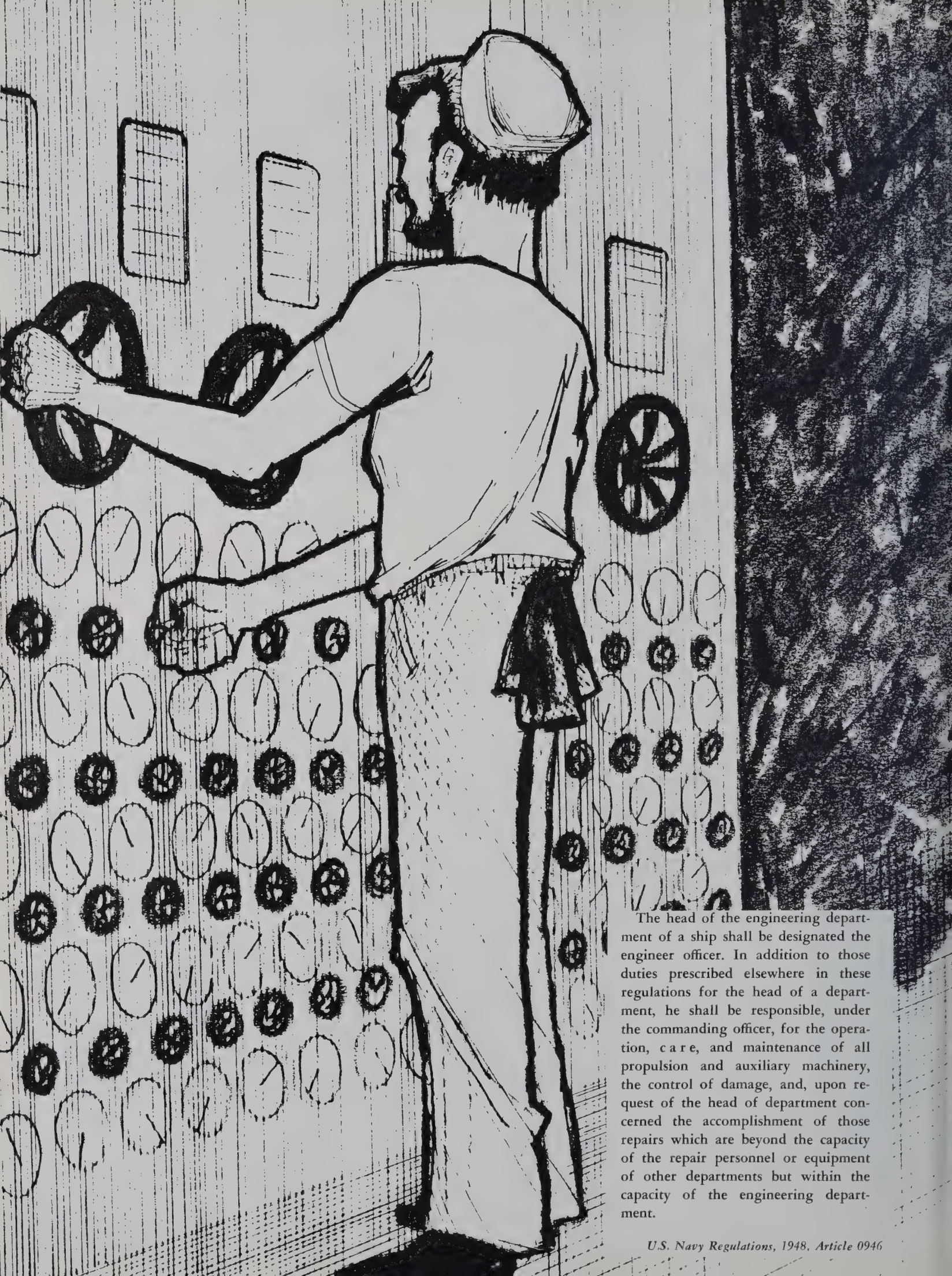
First row: DEGER, GRUNA, MILLER, KLUSTNER, CAPT SWAB, 1st LT WILLIAMS, CAMPBELL, MITTELSTADT, CLARK, DAVIS, REEVES. Second row: PIERRE, GOODWIN, BUTLER, McCARTHY, HARRAL, PERRAULT, WHITAKER, TURBEVILLE, BENOIT, NILES, CAMPBELL, TEMPLETON, BREEDLOVE. Third row: BISHOP, KIRKS, ESTRADA, LINTS, LENIGER, PAYNE, McMURRAY, WAGGONER, BERRY.

Always pray, not that I shall come back, but that I will have the courage to do my duty.

— Marine Lieutenant Anthony Torteras, Guadalcanal



First row: MARTINEZ, CELORIE, TURNER, KLUSTNER, CAPT SWAB, 1st LT WILLIAMS, CAMPBELL, EVANS, ANTILLEY, ADAMS. Second row: HATFULL, CHRIST, NORMAN, LAHMON, COLEGROVE, ZALESKI, YOUNG, GENTRY, MINNICK, OELSTROM, SCHNEIDER. Third row: SHEHAN, BELL, BLUE, DANZEISEN, ARMENTROUT, HAIRRELL, LEWIS, JAQUEZ, McGILLEN, CLEMENS, HEINMILLER.



The head of the engineering department of a ship shall be designated the engineer officer. In addition to those duties prescribed elsewhere in these regulations for the head of a department, he shall be responsible, under the commanding officer, for the operation, c a r e, and maintenance of all propulsion and auxiliary machinery, the control of damage, and, upon request of the head of department concerned the accomplishment of those repairs which are beyond the capacity of the repair personnel or equipment of other departments but within the capacity of the engineering department.

U.S. Navy Regulations, 1948, Article 0946

CDR F.O. SPENCER U.S. Navy
Engineer Officer

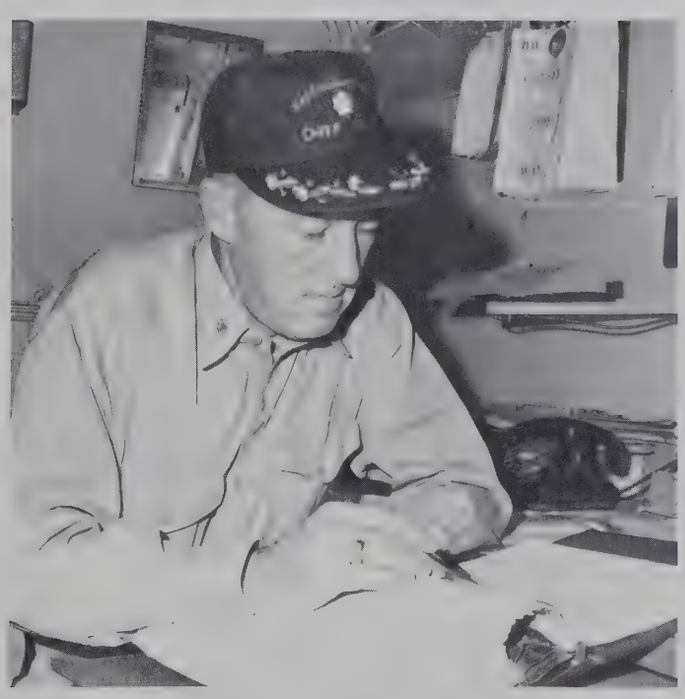
CDR F. O. SPENCER was born on March 23, 1919 in Carlisle, Iowa. He enlisted in the Navy in 1936 and was appointed Warrant Electrician in 1942. He received his commission in 1943.

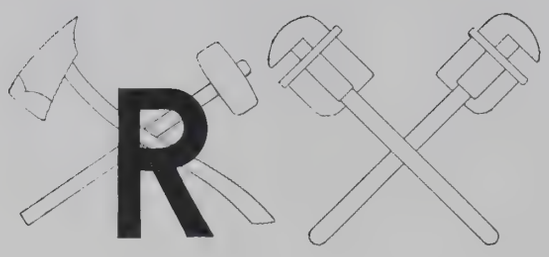
His education includes two years at the University of Southern California, Navy General Line School, Sonar School, Electronics Officers' School and Instructor Training School.

During his career, CDR SPENCER has seen duty on the Staff of Destroyer Squadron Fourteen, as Executive Officer of USS FECHTELER, Commanding Officer, USS DURANT, Executive and Commanding Officer of U.S. Naval Station, Charleston, South Carolina.

He is authorized to wear the Good Conduct Medal, American Defense Service, American Area, Pacific Area, World War II Victory, China Service, Navy Occupation and Philippine Liberation Ribbons.

CDR SPENCER is the son of Frank R. Spencer of Chula Vista, California. He lives in Chula Vista with his wife, the former Lois E. Piburn of San Diego, and their two daughters, Carolyn, 19, and Diane, 13.





DIVISION

The repair division is charged with many responsibilities. Most of these involve damage control and repairs. "R" Division's seventy men (almost equally divided between damage controlmen and shipfitters) perform such varied tasks as fighting fires at sea, repairing hull damage on the ship's boats, and providing locksmith and plumbing service.

The largest of "R" division's two shops is the shipfitter shop. In this shop, repair and fabrication of a wide variety of metal structures are effected. For example, a typical job order received in the shop may call for the construction of anything from a small drip pan, to a bulkhead. Although "R" division is specifically responsible for repairs to the ship, its firemains, and plumbing systems, "R" division's pipefitters also repair many other piping systems on the ship.

Despite the fact that each division is responsible for the maintenance of damage control and firefighting equipment located in its spaces, the damage control shop makes many non-routine repairs to such items as fire hoses, C02 bottles, and portable pumps. An important factor in the ship's firefighting capability is its high capacity for foam stations. These stations, manned and maintained by the damage controlmen, are able to supply large quantities of foam instantly for fighting oil and gasoline fires. Other

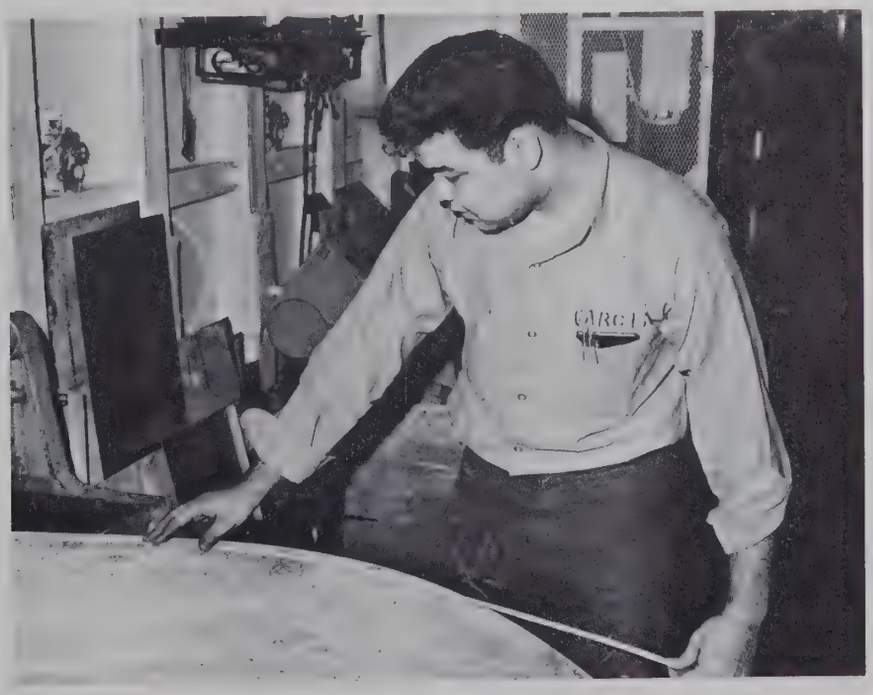
Of seas, ships are the grace.

—Ancient Greek hymn

First row: LOPEZ, KELLUM, GARCIA, CRUSE, LTJG VAN KOUGHNET, ALDRICH, VEECH, HALM, PARKER, ALLEN, TAPIA. Second row: KAISER, JACKSON, BARBERY, CALLACHAN, TEANEY, HAMMONDS, WARNER, NELSON, ZERILLO, RICH, KRAMER. Back row: DUCHARME, WILLIAMS, DE GROAT, LACY, HOOPPAW, MARSHALL, PELKOWSKI, BERKEY, BAKER, REYNOLDS, FAETH.

functions of the damage control shop include carpentry work as well as repairs to doors, hatches, and scuttles.

Since "R" division's primary interest is in the material security of the ship, this is reflected in the divisional watches. A round-the-clock watch is maintained in damage control central. In addition to this, security patrols roam the ship constantly during the ship's non-working hours. These patrols sound voids to check for flooding, watch for fire hazards, and insure that the proper material condition is set.



A DIVISION

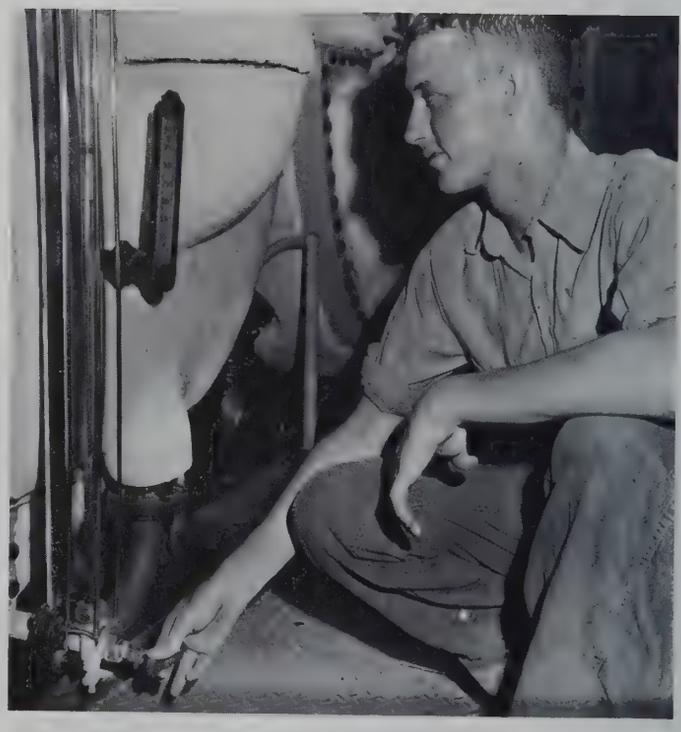
Six separate and highly individual units make up "A" Division which carries a normal allowance of 90 men in the rates of MM, MR, and EN.

The Hydraulics Gang coddles the three airplane elevators, the boat and airplane crane, the anchor windlass, the escalator, the winches, hoists, and dumbwaiters.

The Steam Heat Gang is primarily concerned with channeling steam from the boilers to the catapult machinery, the ship's galley, and to the laundry.

As if 75 scuttlebutts weren't enough to keep them busy, the members of the Ice Machines Gang also tend the various air-conditioning and ice machines aboard. From the lowest ice cream machine to the sophisticated cooling of the NTDS equipment, the Ice Machines Gang continually works to insure the comfort of the crew and the ship's more fragile machinery.

The Diesel Gang nurses the ship's emergency diesel



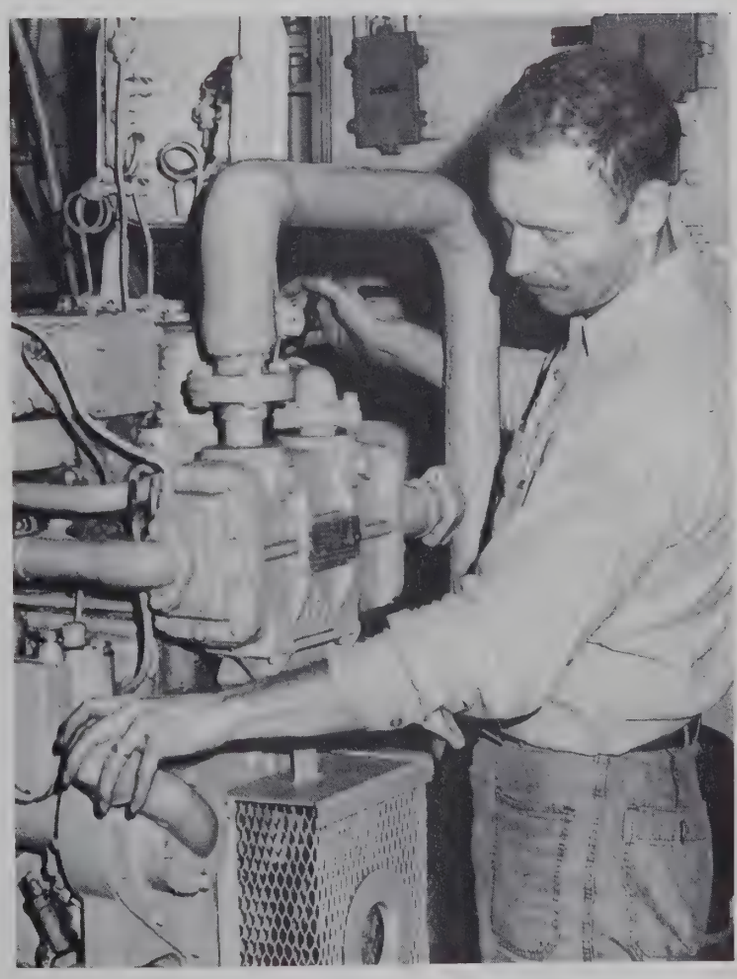
First row: OLSON, LINN, BABCOCK, ENS TERRY, LTJG MITCHELL, PATTERSON, DONALDSON, HALLSTROM, TOROK, WOODWARD, THOMAS. Second row: DEMOSS, THOMAS, VERDIN, CARPENTER, PETERSEN, POTTS, DUNN, LOUSIGNONT, RABON, BOZARTH, WOZNICKI, McCULLOUGH, HENRY. Third row: PATTERSON, HEFLIN, STEELE, FORBES, EVANS, RICHARDSON, FALK, KARDELL, MANION, COLLIER, HEAD, BIRGE.

generators, the boat engines, and the ship's service air compressors. This group also maintains the ship's massive steering machinery.

The Machine Shop Gang is daily creating and repairing tools and parts for the entire ship. Annually this group saves the ship and the American tax payer thousands of dollars with their skillfully crafted products.

Tucked away in three corners of the ship is the 02N2 Gang. They oversee the ship's three plants that produce the liquid oxygen so necessary to today's flight operations.

This is "A" Division. These are the men who make the ship's auxillary machinery work.



There is nothing in the world more soft and weak than water, yet for attacking things that are firm and srong nothing surpasses it.

—Lao Tze

B DIVISION

The 161 man team known as the "Boilers Division" is the largest aboard ORISKANY. Along with being the largest comes a large job, namely, providing the energy necessary to drive every piece of machinery and electronics gear. The ORISKANY's eight large boilers provide the power to drive everything from the geared-turbine main engines to, via the turbo-generators, the dentist's drill back in the Dental lab.

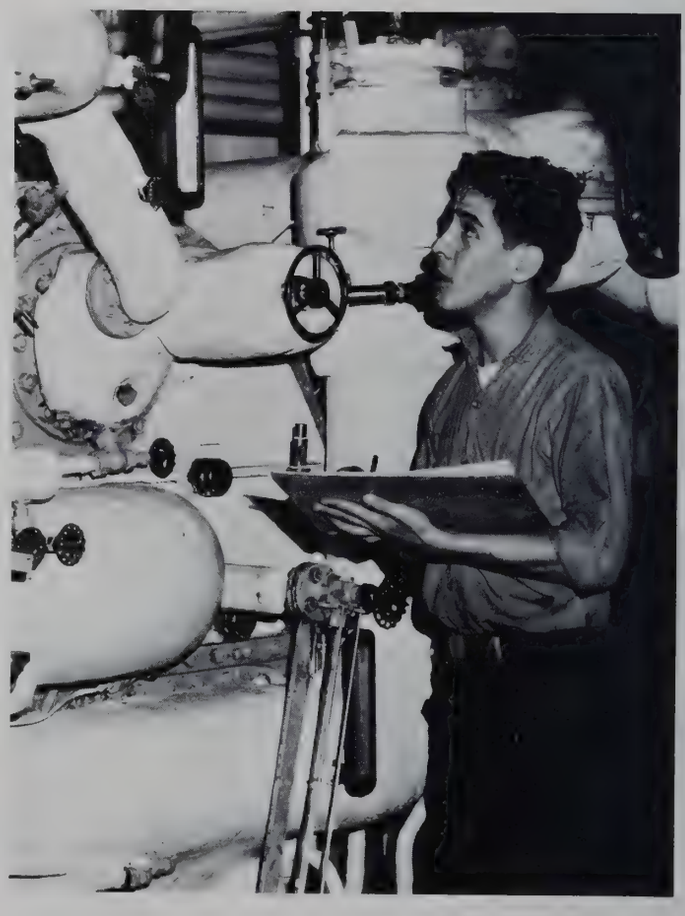
Included in the responsibilities of "B" Division is the ship's fresh water distilling plant. Fresh water is used for drinking, cooking, laundry, and for make-up feed water for the boilers. The importance of the fresh water plant needs no explanation.

The "Oil Gang's" job is to properly distribute the fuel oil, feed water, and fresh water through the jungle of piping and to the myriad of tanks and usage points. They also maintain a testing laboratory and a program of checks that insure the purity of the fuel and feed water.

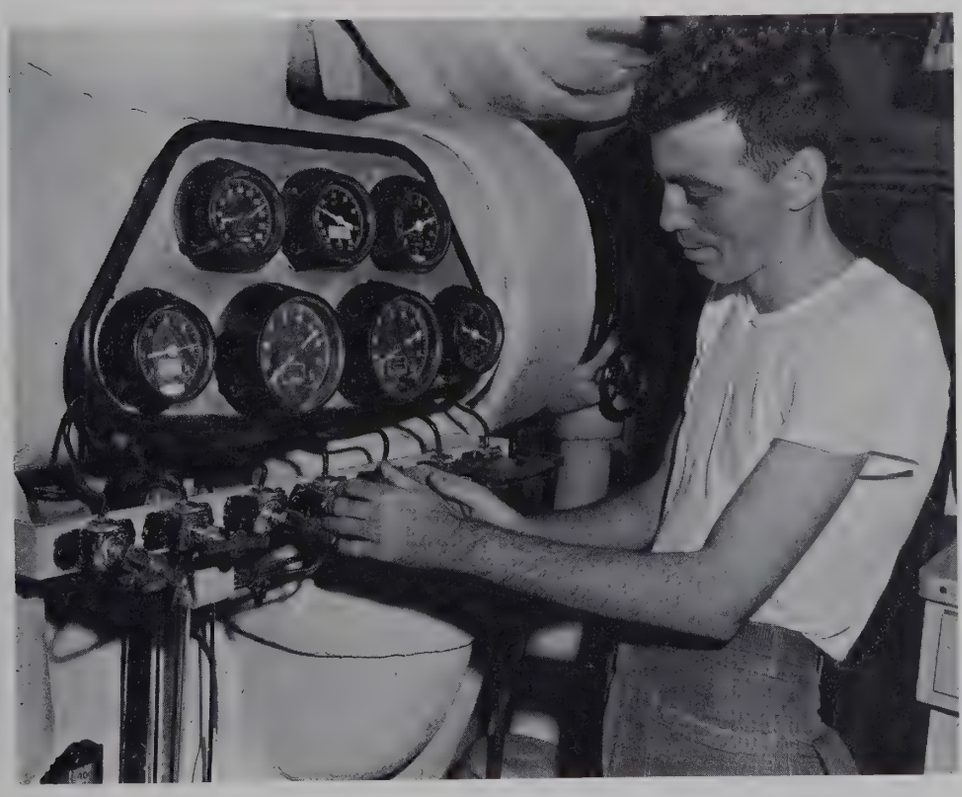
In all, there are seven different "gangs" in B Division. There are the four fireroom crews, the evaporators, the oil gang, and boiler repair and the storeroom.

To operate and maintain the power plant of a modern warship takes a knowledge of sophisticated machinery, and an ability to stand temperatures that sometimes rise to 140 deg.

It isn't all work and no play, though. In every port the boilermen are well represented. Then too, there's the softball team that had a record of 6 and 3. Within the division there is intramural competition where Fireroom #3 is the champion.



Front row: BREHAUT, VARNEY, LTJG WASSON, BROWN, ODOM. Second row: NEDROW, HILDEBRAND, MEYERS, KITCHENS, LINDSEY, KONNING. Third row: PATZ, TRUJILLO, AMRHIEN, SCONCE, JOHNSON.



Machines are as nothing without men.

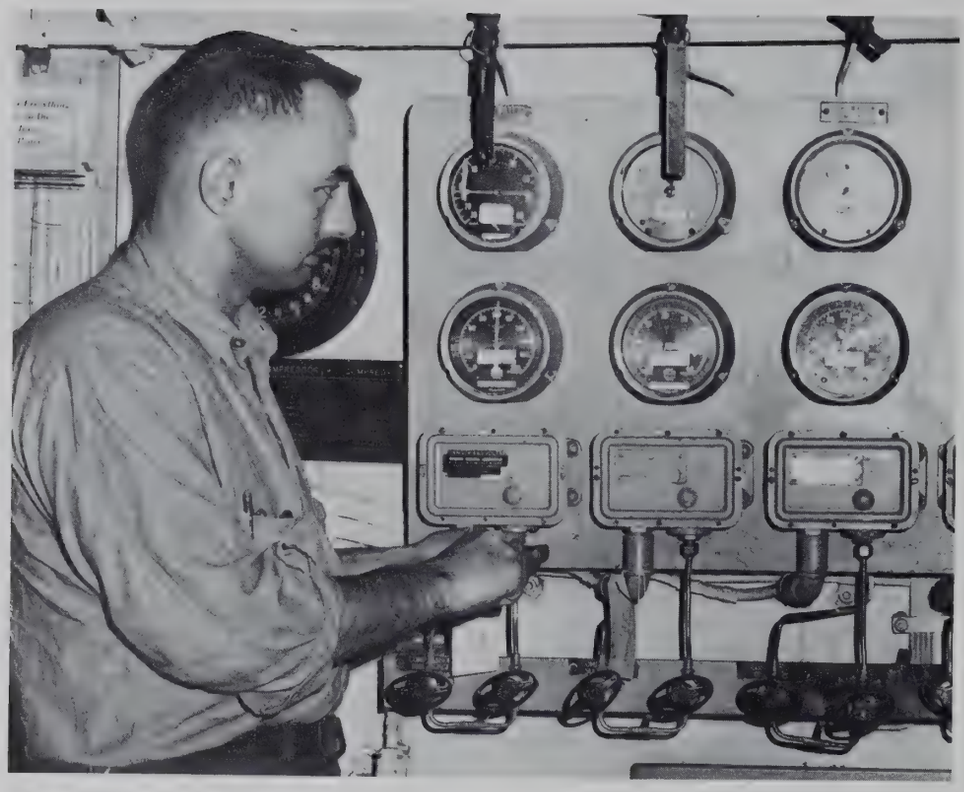
— Fleet Admiral Ernest J. King

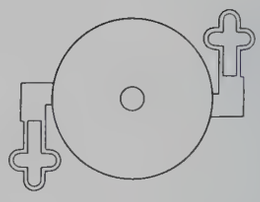
First row: FROSTMAN, HOLMES, PARSON, BROWN, PARRISH, BOYCE, SALCIDO. Second row: FRAKES, WARD, HAUGEN, ATCHLEY, TROMBLEY, MOSLEY, BLACK, RAMIREZ, HALVORSON. Third row: JACKSON, DAVIS, UTTECHT, PALMER, HOOVER, DAHL, MURRAY, BOWTHORPE.

Front row: DAWDY, HALL, JOHNSON, WRIGHT, CAMERON. Second row: MONTOYA, NASHER, HOWARD, STEPHENS, HOSTETLER, DESENZE. Third row: ASHER, LLANTADA, TERRY, LUKOWSKI, MIKAMI, GWINN.

First row: MCKINSTRY, BENNETT, MARTIN, POLK, WARE. Second row. SWANSON, BANDY, BAUGHCUM, BARNIER, FORD, ADKINS, LEEBER, LOVETT, HORTELIUS, EVENSON. Third row: FUCHS, WRIGHT, WILSON, SILCOX, BRUMAGE, JONES, BRINK, PARROTT, CLARK, NAMYNIUK, BEILHARZ.

First row: KENDRICK, CONTRERAS, ALLEN, STRICKLAND, PUJOL, TAYLOR, CRUMP. Second row: MOJICA, PUSKA, GIBSON, HENSRUD, NORTON, PORTER, HENSON, RETIG, KIHLSTADIUS, LUCAS. Third row: BROWN, SIMPSON, JENEFOR, McCAULEY, OLSON, NEELEY, CROSS, BACA, GALLIK.





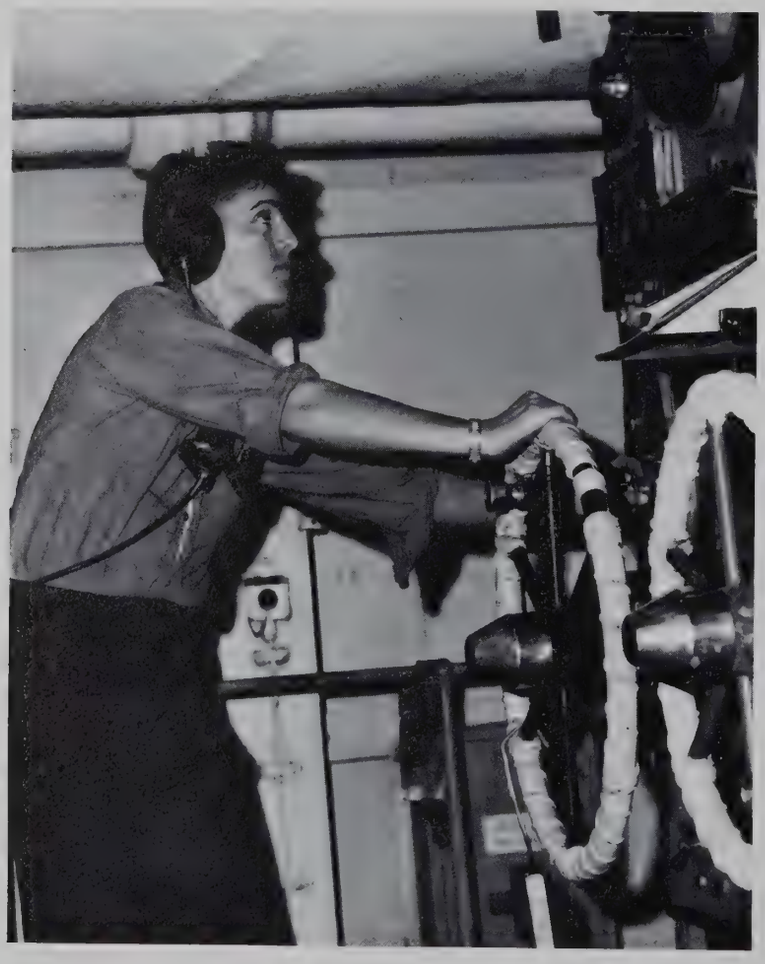
Front row: WEISSE, ENS RUSSLER, LTJG WASSON, LT MANLY, KEETCH, SHARITS.
Second row: BLAN, GARLAND, SILVERMAN, HEINKE, WARD, REED.

OIL GANG

Front row: ARANYOS, SEITZ, SIMPSON, WINNEY, HORTON, SOFTICH, CLAY. Second row: JOHNSON, CANNON, HULL, DEER, HATFIELD, HAUG.

Damn the torpedoes! Captain Drayton, go ahead!
Jouett, full speed.

—David Farragut

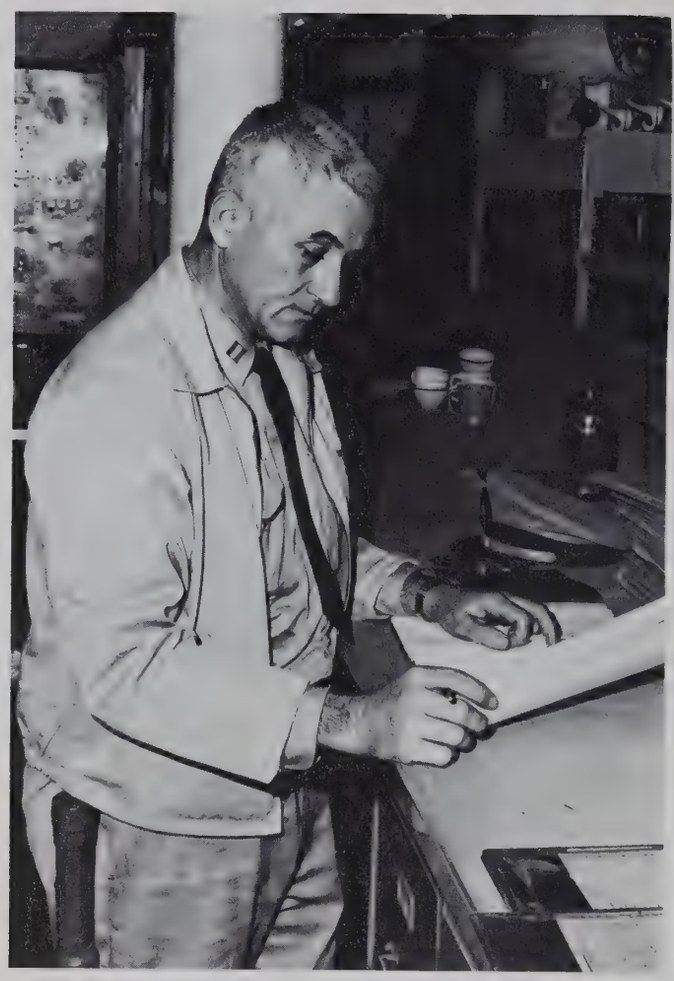


No modern man-of-war moves without engines and ORISKANY is no exception. Although the concepts of modern warfare have radically changed in recent years with the advent of atomic weapons, jet engines and new tectical developments, the ability to seek, strike and destroy the enemy will always be a basic concept of Naval strategy. It is the task of the Main Engines Division, more commonly called the "M" Division, to ensure this concept of mobility. It does this through the maintenance and operation of four main engines that propel this seventy-plane airport through the water at speeds of up to 31 knots. Each engine is powered by 600 p.s.i. of steam generating 30,000 horsepower and turning each of the ship's fifteen diameter propellers.

First row: YOUNG, CASSINELLI, KORNER, PASCAVAGE, ENS PRIEST, ENS HAUGHEY, ROSALES, MACKEY, PORTER, MACKEY. Second row: BUCKMASTER, HOODENPYL, PAGENDARM, MORLOCK, CATES, HUTCHINGS, DENNIS, WELLS, SWAIN, BENZO, MORGAN, FULTZ, ZORTMAN, CHAMPION, MACKAY, CHRIST, HENDRICKS. Back row: JACKSON, SCHULTZ, MARTINEZ, JAMES, GALBRAITH, McCARTY, MORGAN, WALDO, SHEPHERD, PLANK, CHURCHILL, ZIMMERMAN, FOURLONG, WILLS, EARLE, SNYDER, HALLMAN.

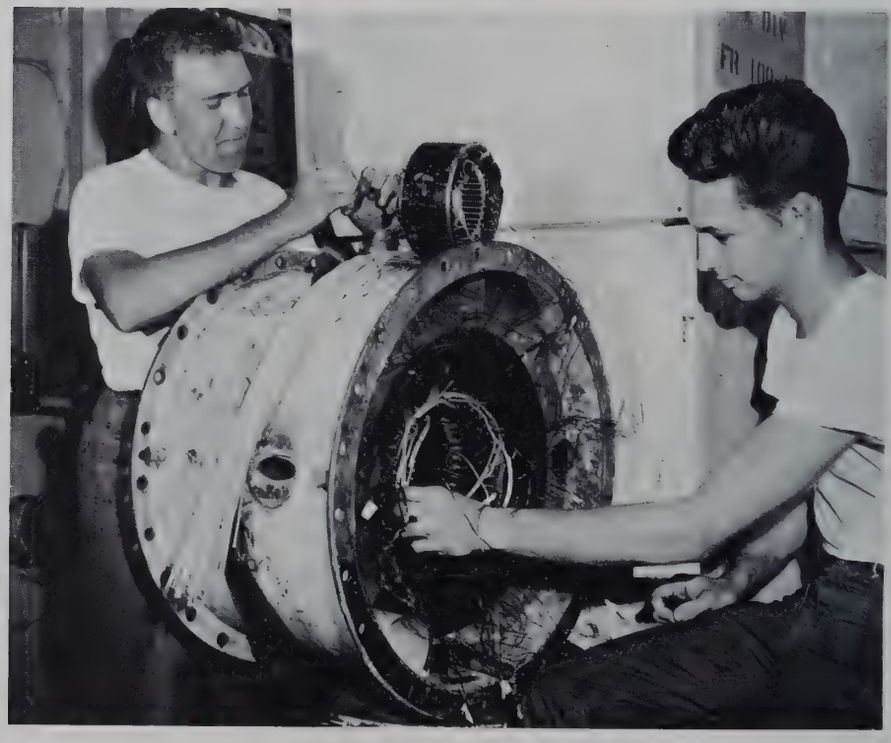
In conjunction with operating and maintaining the main engines, the seventy Machinist's Mates who compose the "M" Division also ensure that enough electricity is generated from the ship's four turbo generators to supply a city of 10,000 people, or more simply, make available for the ship's needs of up to 5,000 kilowatts at any given time. Some forty auxiliary steam pumps of varying sizes, speeds and constructions which directly or indirectly are associated with the main engines or generators are also included in the division's cognizance.

To achieve operating excellence while at sea means the sacrifice of many in-port liberty hours by the hard-working "snipes" of the "M" Division.



E DIVISION

To wander back through Naval history, one finds that when the Electrician's rate was formed, the Naval tailors were asked to design a rating badge depicting a globe. The tailors, however, not understanding the technical side of the rate, came up with a globe of the world rather than the desired electric light globe. Due to this it may be said that the Electrician's rate came into being with one mistake already on its record. However, due to the inherent dangers of his day-to-day work the Naval Electrician strives to make it the last. Going back in the records of the ORISKANY you will find that the Electrical Division has never marred their high standard of safety.

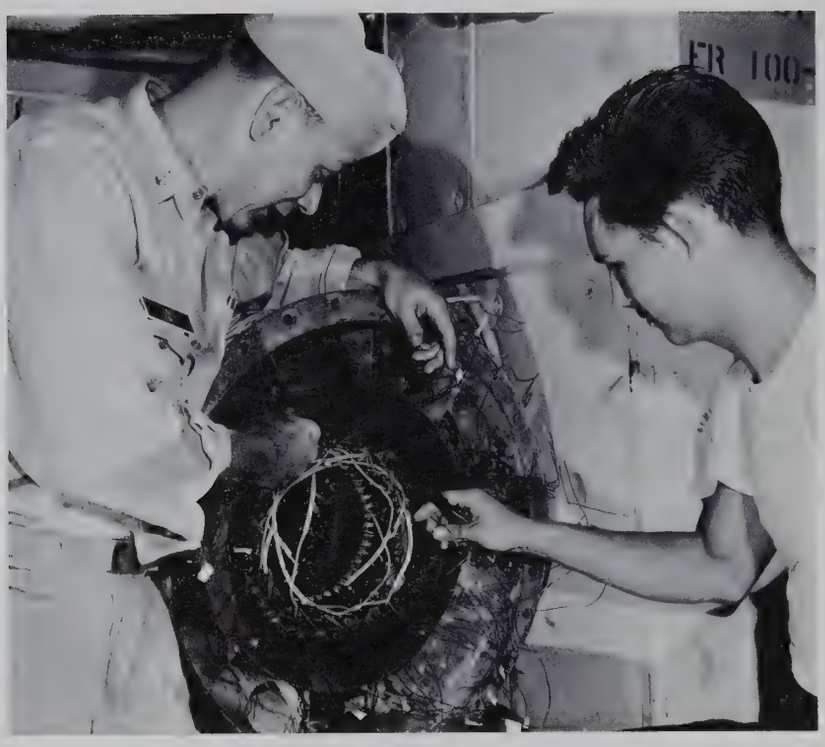


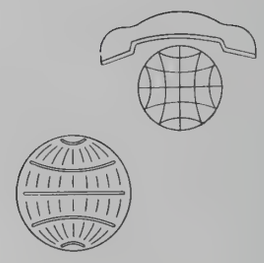
The Electrical Division is manned by two officers and one hundred and two enlisted men with shop facilities and talent capable of performing ninety-nine percent of the electrical maintenance problems arising on ORISKANY.

For example, during this cruise the power shop has rewound a total of one hundred and fifty-two motors, fourteen of which were in logistic support of other ships in our task group. Of the one hundred and thirty-nine motor failures aboard, only one was beyond our capability and had to be sent to the ship repair facility at Yokosuka. Thus, with this ninety-nine percent record reflected throughout the entire division, plus our one hundred percent safety record, the "Big O's" Electrical Division is on the job and ready to serve, ever mindful that safety is the ORISKANY's byword.

Take her down. — Commander Gilmore as he lay wounded on the deck of his submarine, GROWLER.

First row: WARREN, POAGE, MONTIETH, HARMON, VILLANUEVA, CAHLAN, MCLAWS. Second row: WILDENHUS, DELONG, HOLLAND, MCQUEARY, CARTER, GERBER, MIENZER, FISHER. Third row: HOPPER, BERRY, CARDINAS, WELBORN, SCHULZ, SHREVE, WARD, ALEXANDER, GOFF.





First row: DICKENS, CAMPBELL, JONES, LTJG EVERETT, LT BRIGGS, WRIGHT, STRAND, BOOTHBY. Second row: COX, HANILONG, GOSSARD, RALSON, HULL, MATHENY, NEWHOUSE, BROWN, STAUDER, SHUFFLEBOTHAM, MAHLER, EDGAR, SERVILLE, BARNES, BROWN. Third row: CERAMICOLE, DUNN, IVY, PAGE, HELM, HOFF, WALLACE, GRACIE, PERKINS, YOUNG, CLARK, VOLLMER, WASNIEWSKI.

First row: FRAZIER, EVANKO, RICKARD, DEHNER, SALMON, LT BRIGGS, KIRKPATRICK, HOLT, SCHULTZ, GRIFFITH. Second row: PALMER, BAUER, DEBARDELEBEN, ANFELLAR, FRANCK, PAXSON, DENNY, JOHNS, CRESS, SAENZ, GILLIGAN, BROWER, FOX. Third row: CLARK, MARTIN, MYERS, BABITT, BRITTON, BURNET, BOULTINGHOUSE, FRISK, HOLT, WOHLGEMUTH, BLACKMORE.

The communications officer of a ship, when assigned, shall be responsible, under the operations officer, for visual and electronic exterior communications and for the administration of the internal systems pertaining thereto.

U.S. Navy Regulations, 1948, Article 0920

LCDR F.E. SHERMAN, U.S. Navy
Communications Officer

LCDR F. E. SHERMAN was born June 21, 1925 in Salina, Kansas. He graduated from the U.S. Naval Academy in 1949 and completed training as a naval aviator in 1951. He has served with the Staff of Fleet Air Wing Atlantic and as instructor at U.S. Naval Pre-Flight School. Before reporting to ORISKANY he spent two years with VP-42. He joined ORISKANY in September 1962 as Communications Officer.

LCDR SHERMAN wears the American Theater, American Defense and the World War II Victory ribbons.

He is the son of Mr. and Mrs. Frank W. Sherman of Roswell, New Mexico and is married to the former Marlene Bauman of Warrington, Florida. They have three children, Stefhan, 10, Mary, 6, and Sharon, 3. The SHERMANS reside at 950 Melrose Avenue, Chula Vista, California.

Wetz

CR DIVISION

Communications-Radio Division is composed of sixty alert, young men, (our leading chief really isn't as old as he looks). The majority are Radiomen, or striking for the rate. There is one notable exception. Our Communication Yeoman is an airman apprentice, but he is learning the code. We get along wonderfully with our department head, our division officer, and our junior officer, but being fun-loving boys, we manage to keep them on their toes. We enjoy Westpac, are one hundred percent behind Naval aviation, and always think of ORISKANY as our home away from home.

Our extra services on the ORISKANY have included bringing out the weekly football scores, pirating press for the morning musket and the executive officer's fireside chats, loaning our ditto machine to other divisions, and taping the World Series and Bowl games for the enjoyment of the crew. Some of the things we cannot do for you on ORISKANY include fixing your telephone, adjusting your public address system, connecting you with an outside line, or sorting your mail.

Our division is proud of the task we do on ORISKANY. We believe that it is an important one and spare no efforts to turn in a good job.

Front row: MARTINEZ, MILLS, BRICKELL, MOORE, MARINO, WRIGHT. Second row: VENDT, HUCKABA, LAPE, YOUNG, MENDLIK.

Front row: KAHN, BALKCOM, FINNEGAN, ENS MATTHEWS, LTJG WHEATON, LT GREEN, LTJG LENHART, LTJG McDAVITT, ENS BORGNA, WILLIAMS, SKORASZEWSKI. Second row: PIXLER, ALVES, NOTZ, NORRIS, SCOTT, WILLIAMS, HALLER, BRUNO, MORRISON, SEIVERS, LIVINGSTON, HILL, LEWIS, TILLMAN, ALVAREZ. Back row: NORRIS, BUTZ, FRANCIS, COFFEY, SUTHERLAND, WILSON, BROWN, KILGORE, EVERSON, TILLMAN, MUNDT, VOORHEES, RODGERS, MAYEUX, CROCKER, DANIELS.

Strike repeat strike. — Fleet Admiral W. F. Halsey.

Front row: MARTINEZ, POWELL, DANIELS, ENS PIRA, BROWN, MOORE, MARINO, SPRINGER, LEWIS. Back row: VENDT, MENDLIK, LAPE, WILSON, SCOTT, HILL, WRIGHT.

The colors must never be struck.

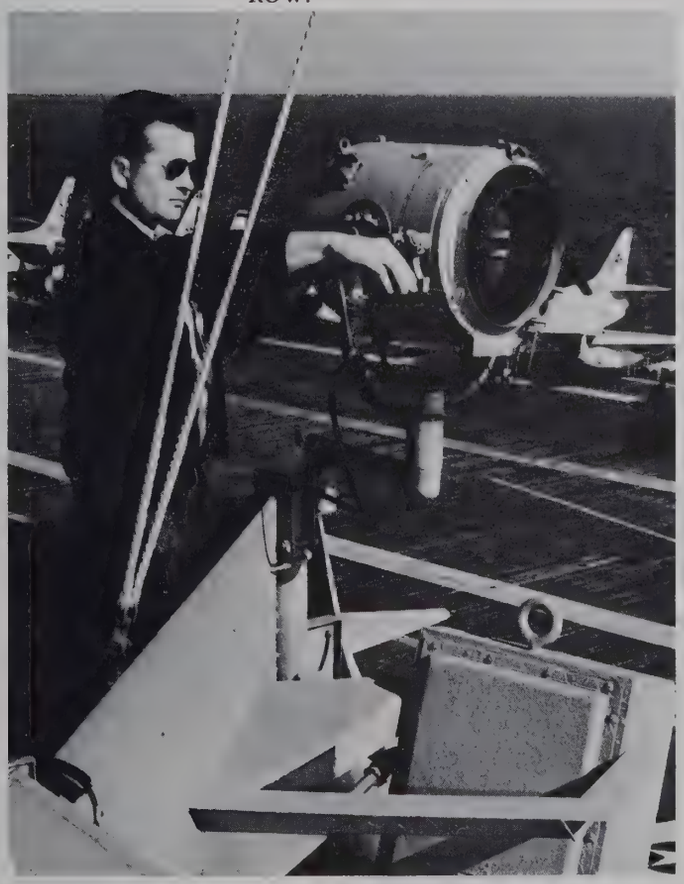
—Lieutenant William Burrows

Visual communications constitute an integral part of the over-all communications effort of any ship. As such, the signal bridge, with its "signal gang" plays an important role. Visual signaling is used for communications in reference to radio wherever practicable. This is attributed to two advantageous reasons; it eases the work load on radio facilities, and visual communications are not susceptible to enemy detection, interception, or interference.

Visual communications fall into three categories. Flashing light is used primarily for administrative traffic. At night special infrared adapters make the light visible only with the use of compatible receiving devices. Flaghoist is used for tactical signaling when maneuvering with other ships. The third method of visual communications is the use of semaphore flags. Semaphore is much faster than flashing light for short-distance transmissions in daylight despite the fact that its usefulness is limited by its short range; It is more secure than light or radio. The ORISKANY's signal gang is one of the few which use aircraft direction wands to send semaphore during night operations such as underway replenments.

Among this year's highlights for the division was a congratulatory message from the admiral for traffic handling during task force operations. Other noteworthy events were the signalmen winning the ship's physical fitness divisional competition, H. Johnson, SMI being awarded a letter of commendation.

Front row: FISHER, BROOME, HAWKINS, LCDR SHERMAN, ENS BORGNA, EVANS, JOHNSON. Second row: MILLION, CIENFUEGOS, CALDWELL, PUGH, BARNES, NICHOLS, MELTON. Third row: CALDWELL, WAIKEL, HOPKINS, MITCHELL, GROOMS, ROW.

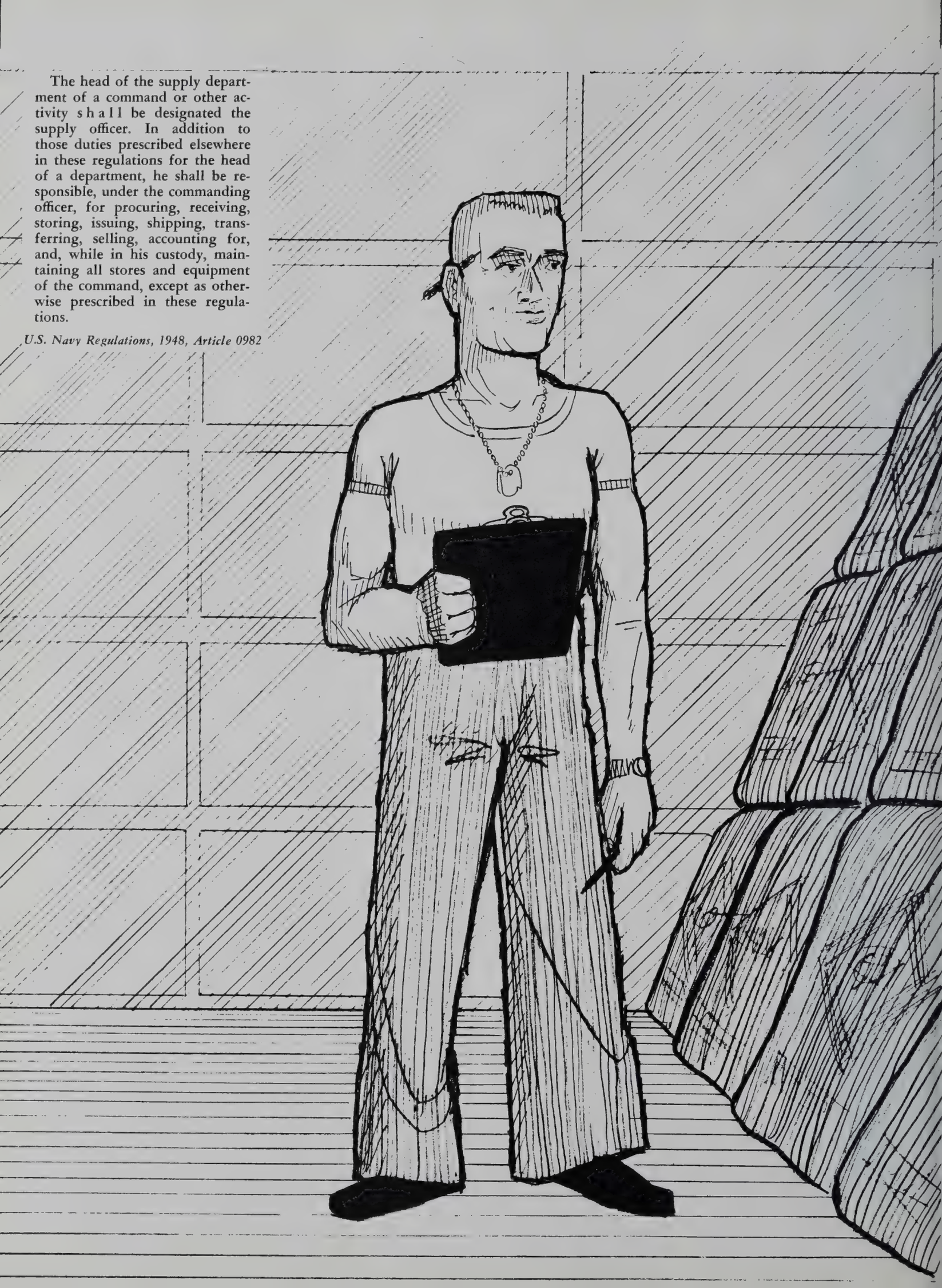


For reporting a man overboard, J. E. Broome SM1 and J. Melton SM2 respectively being selected as ORISKANY Man of the Month, and J. T. Nichols being advanced to SM2 in exceptionally short time.

Signals division has twenty-five men assigned under the direction of LCDR F. E. SHERMAN, communications officer, ENSIGN E. J. BORGNA, Signals Officer, and MASTER CHIEFS EVANS and HAWKINS, Division Chiefs. Increasing awareness, in the Navy today, of the fact that electronic silence most probably will be imposed during wartime operations, emphasizes the fact that visual signaling still remains the most reliable means of communication, despite the many new developments in radio equipment. Thus, when we see the U. S. Navy reaching new heights of sophistication, including nuclear-powered ships, it is interesting to note that the importance of visual signaling is one of the few aspects of naval life which has retained its status, unchanged, during the transition from muskets to missiles.

The head of the supply department of a command or other activity shall be designated the supply officer. In addition to those duties prescribed elsewhere in these regulations for the head of a department, he shall be responsible, under the commanding officer, for procuring, receiving, storing, issuing, shipping, transferring, selling, accounting for, and, while in his custody, maintaining all stores and equipment of the command, except as otherwise prescribed in these regulations.

U.S. Navy Regulations, 1948, Article 0982



CDR J.J. ROBISON, U.S. Navy
Supply Officer

CDR J. J. ROBISON was born April 22, 1923 in Salisbury, North Carolina. He is the son of Mr. and Mrs. T. L. ROBISON of Portsmouth, Virginia. Prior to entering the Navy he graduated from the University of North Carolina. His education after entering the Navy includes Midshipman School at Notre Dame University, Supply Corps School and the Management School of the Naval Postgraduate School in Monterey, California.

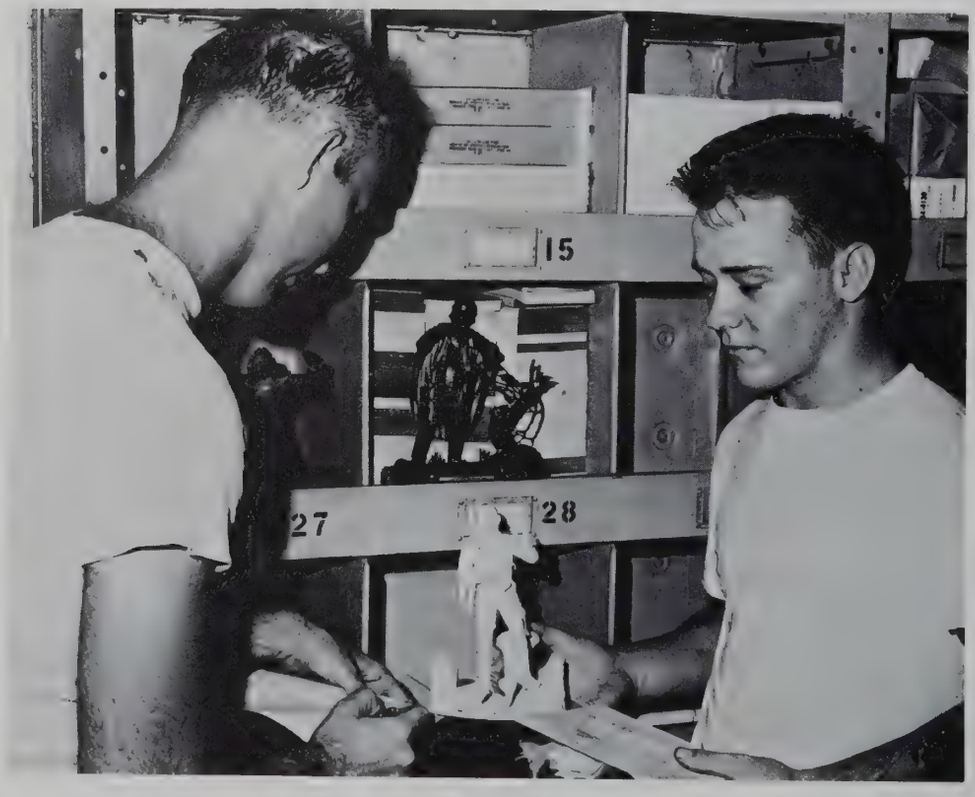
CDR ROBISON'S duty stations include the Staff of Commander Service Force, Atlantic Fleet, Aviation Supply Depot, Naval Supply Center, Norfolk, Virginia, Supply Officer, USS TORTUGA (LSD-26). Before reporting aboard ORISKANY, he was stationed at the Naval Supply Center, Oakland, California.

CDR ROBISON resides in San Francisco with his wife, the former Antoinnette Lagorio of San Francisco and their two children Renée, 12, and Valerie, 10.

S-1 DIVISION

The S-1 Division controls the general stores, or in essence, the nuts and bolts, electronic tubes, paper supplies, working tools, sheet metal, boiler compound, and general material supplies which keep the ship in operation, and its equipment running. This Division maintains forty-one storerooms located from one end of the ship to the other and on practically every level. Within these storerooms over forty thousand different line items of material are stored and controlled through an elaborate central stock locator system.

Many of the S-1 Division storerooms have been categorized as "showplaces" for their neat appearance and efficient operation. The combined efforts of a fine group of Storekeepers, displaying great ingenuity, and working long hours, resulted in the Supply Department being awarded an "outstanding" on their recent annual Supply Inspection.

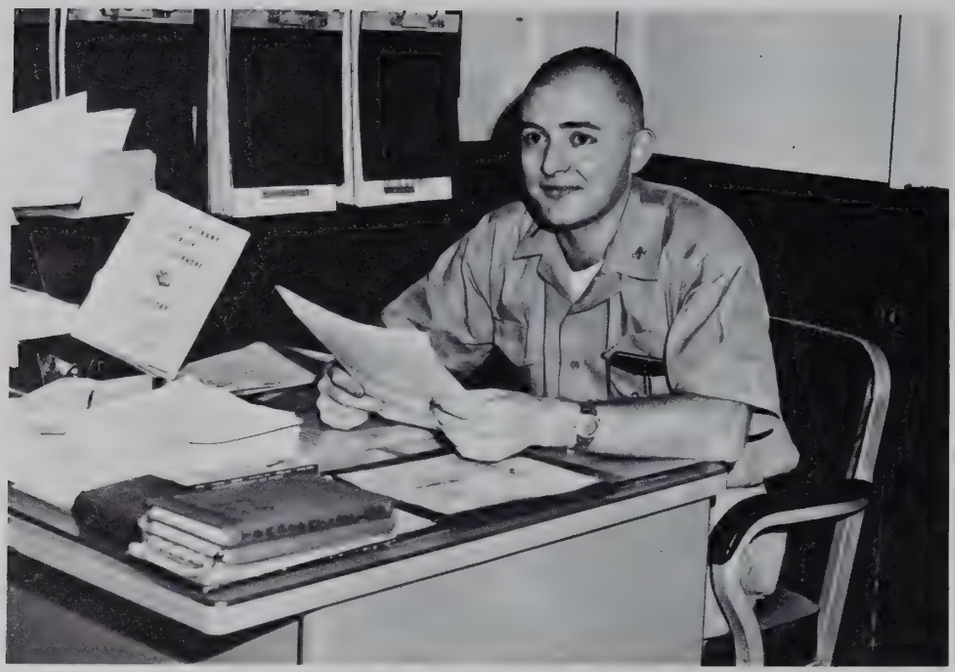


He serves me most, who serves his country best.
—Homer

First row: SUTTON, LONG, TOMAN, LT HAMILTON, GROHS, HILL. Second row: DIONISIO, SYNDER, EIDE, POTTER, ANGER, WHITTINGTON, MUTTER, LAIRD, MALODY, JOLLEY. Back row: TETA, BRUSS, UTERITZ, WATSON, PROULX, BURLEY, DARWIN, AUSTINSON.

The S-1 Division has thirty-seven personnel assigned. Those working in the storerooms issue stocked material at the average of three hundred items per day. While supplies may be restocked from supply depots during in-port periods, at sea the ship must rely on underway replenishments from AKS and AF type vessels, and on the able assistance of the VR-21 COD (carrier-on-board delivery) pilots who fly critical items to the ship whenever possible.

First row: CANNON, GROHS, SULLIVAN, ANDERSON.



S-2 DIVISION

The Commissary Division is responsible for feeding from 2500-2600 men. In addition, four private messes draw supplies and bakery products daily. At sea, approximately 8,000 meals are fed daily during the three basic meals and mid-rats, at a cost of about $2,700 per day.

To do this, a crew of 50 cooks and 133 messcooks work around the clock preparing and serving such things as 600 lbs. of bread, 330 gallons of coffee, 420 gallons of milk, and 250 gallons of ice cream per week. Total food consumption is 8 tons per day or 4,000 calories per man.

Beyond the daily routine, commissary bakers regularly provide decorated cakes for special occasions such as 1000th landings, changes of command, etc.

The "best seller" on the menu would have to be steak, but following close behind is that Italian dish, spaghetti.

Last year, in Navy-wide competition with 1152 ships, ORISKANY placed second in the annual Ney Award Contest, and earned a reputation for "the cleanest mess decks in the Navy."

First row: RUST, BRANDT, BOYD, ENS WOODARD, LYONS, CHRISTIE. Second row: MITCHELL, THOMPSON, SCHUNEMANN, LEMMON, SAVAGE, EVANS, WALKER, THOMPSON. Back row: ANDREWS, McWILLIAMS, TARBOX, MAXWELL, ANDREWS, PERRY, HAMILTON, DARDEN.

The sea is not merely the world's broad highroad, but . . . the fount eternal of national existence.

—L'Italia sul Mare

The S-3 Division of the Supply Department is responsible for the operation of all ship's stores and service activities aboard the Big "O". The primary purpose of the S-3 Division is "service to the crew." The secondary purpose is to generate funds for the Welfare and Recreation Fund. These funds are derived from the sale of the more than one thousand different types of articles available in the ship's stores. At the present time, there are fifty-one ship's servicemen in the S-3 Division.

The Division is divided into two separate areas, the sales division and the service activities. In the sales division, three retail stores, a clothing store, and a complete soda fountain are maintained. The service activities are comprised of two laundries, a tailor shop, two barber shops, and a cobbler shop.

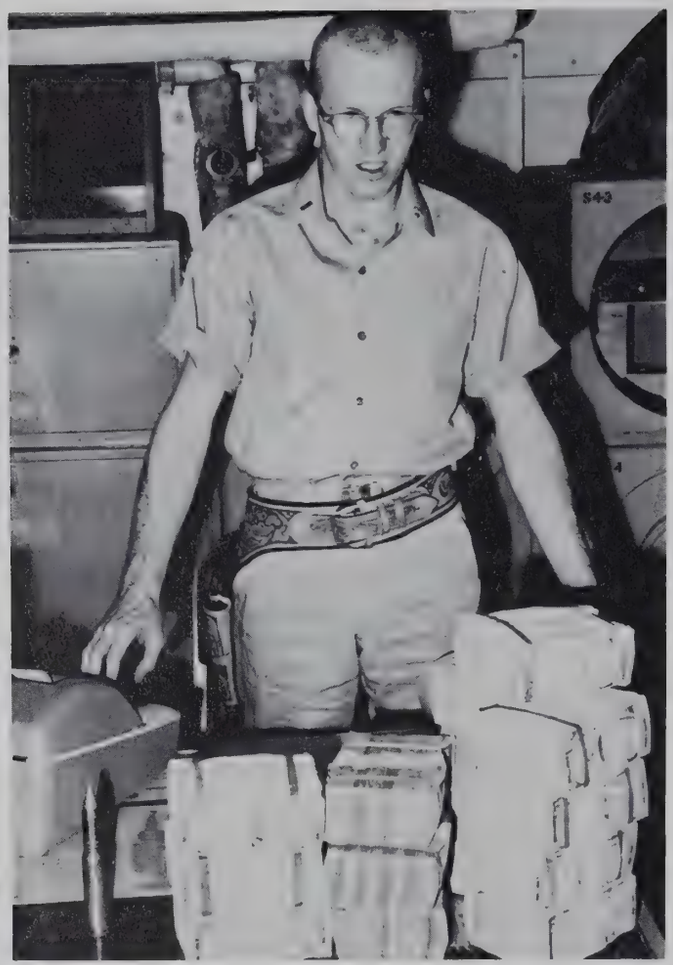
As the rate "Ship's Serviceman" indicates, the men of the S-3 Division provide all the services necessary to maintain a high degree of morale among the crew of the ORISKANY.

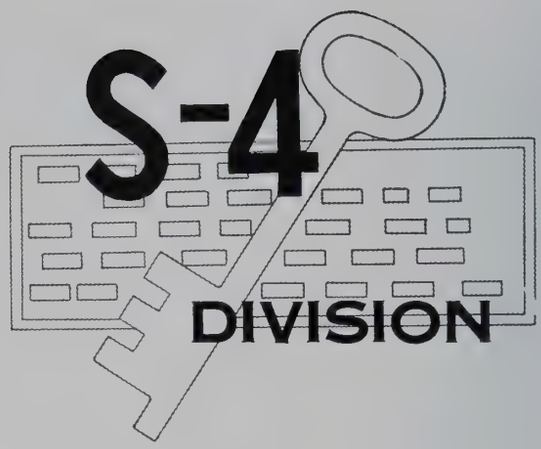
Front row: CLABEAUX, STABILE, JENKINS, ARELLANO, HEAD, ENS SCHMIDT, VITALIS, NOLEN, BAQUERA, ALANIZ, GAITER, ARRIOLA, BUSBY. Second row: QUEFEDO, DANCY, SCOTT, LEVELL, BETZMER, DICKSON, CAMPOS, STEIN, ROBISON, FAIRLEY, BERRY, LEMMONS, CABATIT, VILLANUEVA, TORRES, MYERS. Back row: HUDSON, SPALLINO, PERKINS, PANNELL, FOWLER, TAYLOR, ROESLER, VARGAS, SIRUS, PHILLIPPS, SMITH, CRAIG, LALONDE, ZIEMER.

The mysteriously born tradition of sea craft commands unity in an occupation in which men have to depend on each other.

—Joseph Conrad

Wetz





S-4 (Disbursing Division) has the job of paying ORISKANY's three thousand men every two weeks. Between paydays we are kept busy entering longevities on various pay records, starting or stopping allotments, paying travel and per diem claims, paying bills that ORISKANY accrues, receiving collections from the ship's store and post office, and answering the deluge of questions that are constantly being put before us.

On the average, we disburse three hundred thousand dollars a payday, and about one million dollars during the entire month. During the cruise the crew was paid in both military payment certificates (MPC) and in U. S. currency as well. In Beppu, Japan, S-4 Division opened special lines to enable the crew to exchange their money before going ashore. Fifty-five thousand dollars worth of yen was disbursed during our three-day stay. The S-4

He who has command of the sea has command of everything.

—Themistocles

First row: WADE, WATERS, ENS DURYEA, EDMONDS, CASEY. Back row: COSKIE, ELDERS, BOLIN, SHIRLEY, OWENS, OZMENT, DANIELS, FERMA.

Division is made up of men from every part of the United States, and numbers two First Class, six Third Class, and six Seaman. Their jobs range from office supervisor to payroll record keeper, and a testimonial to their excellent service is the fact that we have never had a client cancel an account.

Wetz

S-5 DIVISION

Tenacity of purpose and untiring energy in execution can repair a first mistake and baffle deeply laid plans. —*Alfred T. Mahan*

Front row: CATCHING, ASHE, ROSARIO, DE LA SERNA, CABA. Second row: AFRICANO, BLAS, CASHAW, MELLON, MARTINEZ.

Front row: VILLANUEVA, ASHE, BRADY, LTJG MILLER, AQUINO, PHILLIPS, LEVESTER, LACANGAN. Second row: BIGORNIA, PATAGAN, GABURIAN, CRUZ, SHAMBLIN, SHIVERS, CROWDER, HALEY. Back row: AFRICANO, VALDRIZ, SUMERA, MARTINEZ, CANTOR, VERARMINO, PANIS, YABUT, PIMENTIL, SANTIAGO, REANO.

Thirty-eight ORISKANY Stewards, assisted by twenty-three Squadron personnel, make up the working complement of the S-5 Division. Of these, three men are assigned to the Captain's quarters, and the remainder fill the needs of approximately two hundred sixty officers. Two Chiefs direct the operations of thirty rated and twenty-seven non-rated men.

S-5 Division has many assignments and responsibilities in making the wardroom an efficient and well-run dining space. Food is procured for the wardroom from both the general mess, and from outside sources by the Jack-of-the-Dust and his assistant. The Jack-of-the-Dust issues food to the galley and pantry as it is required. The cooks and pantry men prepare the food for the many officers who subsist in the Mess. The wardroom stewards serve the prepared food in accordance with established customs of food service, and the wardroom supervisor carefully observes all activities in the wardroom to insure that the meal is run smoothly and properly. The wardroom is maintained by the wardroom stewards. The stateroom stewards are responsible for the officer's staterooms, being charged not only with their cleanliness, but also with providing fresh linen and laundry service daily. The stateroom supervisor, keeping a stateroom chart, inspects the rooms carefully, and records an up-to-the-minute status on all rooms.

It is the object of the S-5 Division, through the proper performance of the aforementioned assignments, to provide the officers with an outstanding seagoing home that is similar to a gentleman's club where one could be proud to entertain guests or relatives.

S-6 DIVISION

Without a decisive naval force we can do nothing definitive and with it everything honorable and glorious.
—George Washington

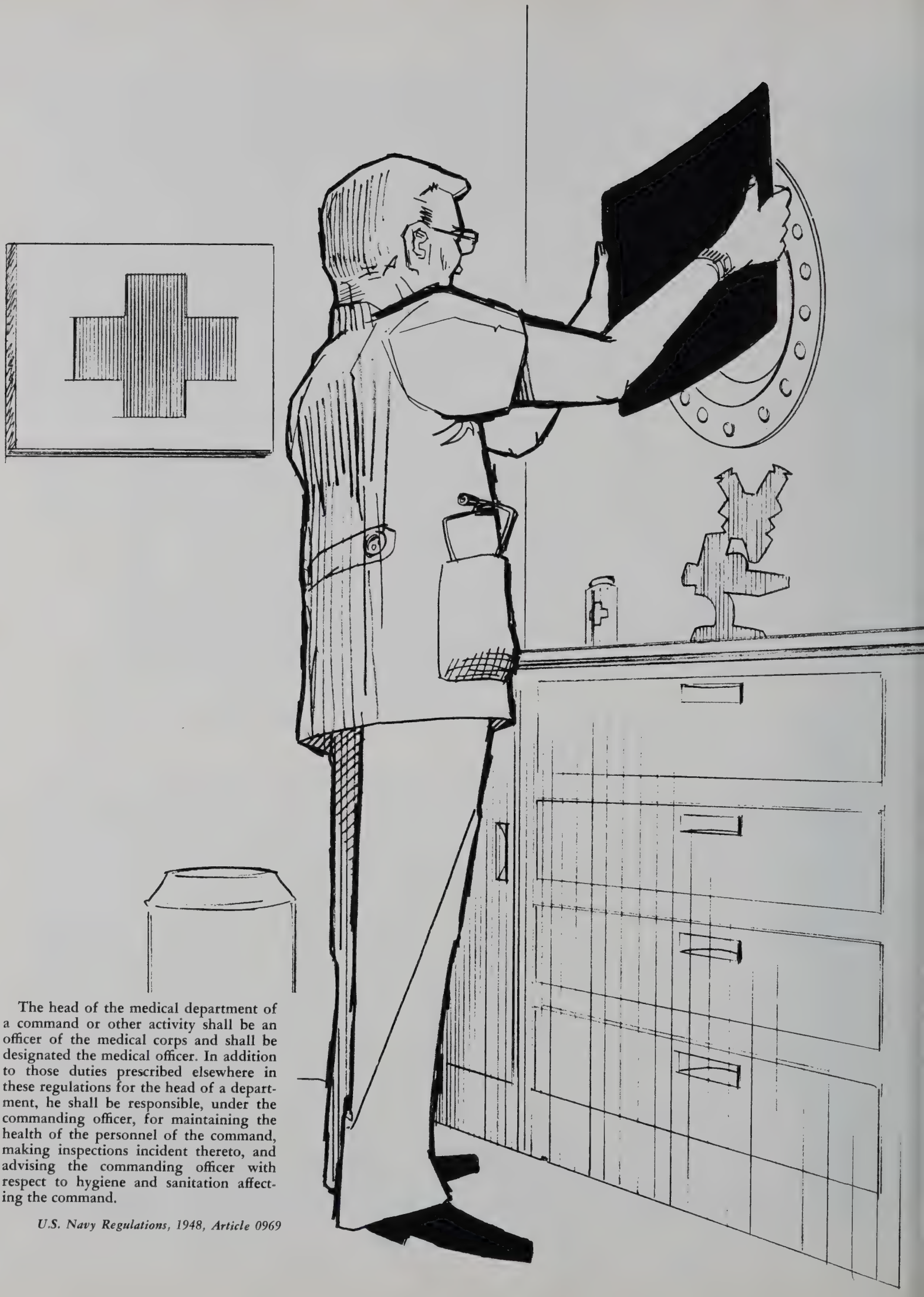
The Aviation Stores Division has the immense task of maintaining stock for the Air Group and their 76 aircraft. To keep the aircraft in A-1 condition, a division of 28 men maintain a cargo worth approximately eight million dollars in 28 storerooms throughout the ship. With today's ever-changing aircraft and complex equipment, the best skill and coordination are required of the S-6 storekeepers. They must order, issue, receive, and account for the many items required to keep ORISKANY operationally ready.

The Division maintains a 24-hour watch. As the old saying goes, "A storekeeper's work is never finished." This is never more obvious than at the ready issue counter in the Aviation Stores Office. Issues and receipts at the rate of 5,500 a month are routine. Material arrives by COD, Air Parcel Post, Unreps, and from the pier. When the ship moors, the tempo increases and the ship receives those items that could not be delivered at sea. Also, during this time engines and exchangeable materials are off loaded and shipped to the states for overhaul.

The S-6 Division received an "outstanding" in its last two annual supply inspections given by ComNavAirPac, which indicates that this Division is tops among the carriers of the Pacific Fleet.

Front row: HERGENROTHER, LTJG McCOLLOUGH, CDR COLBERT, CAVER, JAY. Second row: DUGAS, FOWLER, HALTON, KERYC, JACISON, GRUBSTAD. Back row: EDWARDS, GLASS, DEFINE, KAVORKIAN.

Front row: SLEPKO, DIETLEIN, QUENANGAN, WEBB, TOMAN, MORRISON, WISKI, HANSON. Second row: COBY, YAW, LADENDORFF, BASILE, WIBORG, COPELAND, TUITE.



The head of the medical department of a command or other activity shall be an officer of the medical corps and shall be designated the medical officer. In addition to those duties prescribed elsewhere in these regulations for the head of a department, he shall be responsible, under the commanding officer, for maintaining the health of the personnel of the command, making inspections incident thereto, and advising the commanding officer with respect to hygiene and sanitation affecting the command.

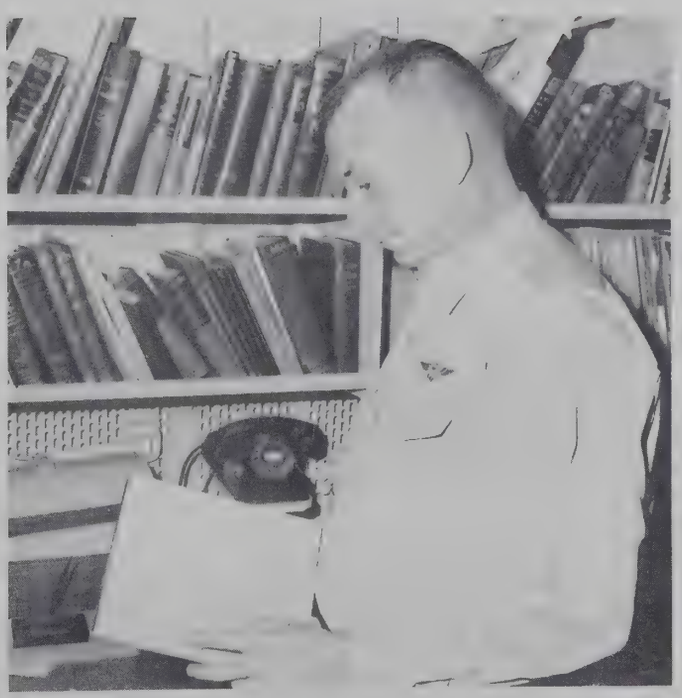
U.S. Navy Regulations, 1948, Article 0969

LCDR A.W. STEVENSON, U.S. Navy
Medical Officer

LCDR STEVENSON entered the Naval Service in October 1942 as an aviation cadet V-5 and he received his commission as Ensign upon completion of flight training in 1944. He has served as pilot in Fighter Squadron 60 and 36 aboard the USS SWANNEE and USS SIBONEY for two tours in the Pacific Theater.

He was released to inactive duty in 1946. Remaining active in aviation as a pilot in the Reserve, LCDR STEVENSON was graduated from the University of Oregon in 1949 and University of Oregon Medical School in 1953 as Doctor of Medicine. He was transferred to Staff Corps in 1952 and called to active duty in 1953. His duties have included USNH, San Diego, 1953-4; USNS, Kodiak Alaska, 1954-7; Aviation Medical School, Pensacola Florida; designated Naval Flight Surgeon 1958; USNAS, Olathe Kansas, 1958-9; Jet transitional training, Kingsville, Texas, 1959; Air Test and Development Squadron 4, NAS, Point Mugu, California, 1959-1962.

LCDR Stevenson is one of the very few Naval Aviator/Flight Surgeons, actively flying, who is qualified aboard ships in jets. He is married to the former Miss Maxine L. Pepping of Vancouver, Washington and they live in Coronado, California with their five children L a u r a l e e, Elizabeth, Andrew, John, and Sharon.



H DIVISION

Wetz

If you cannot fight the enemy, carry me on deck and I will.
—John Barry

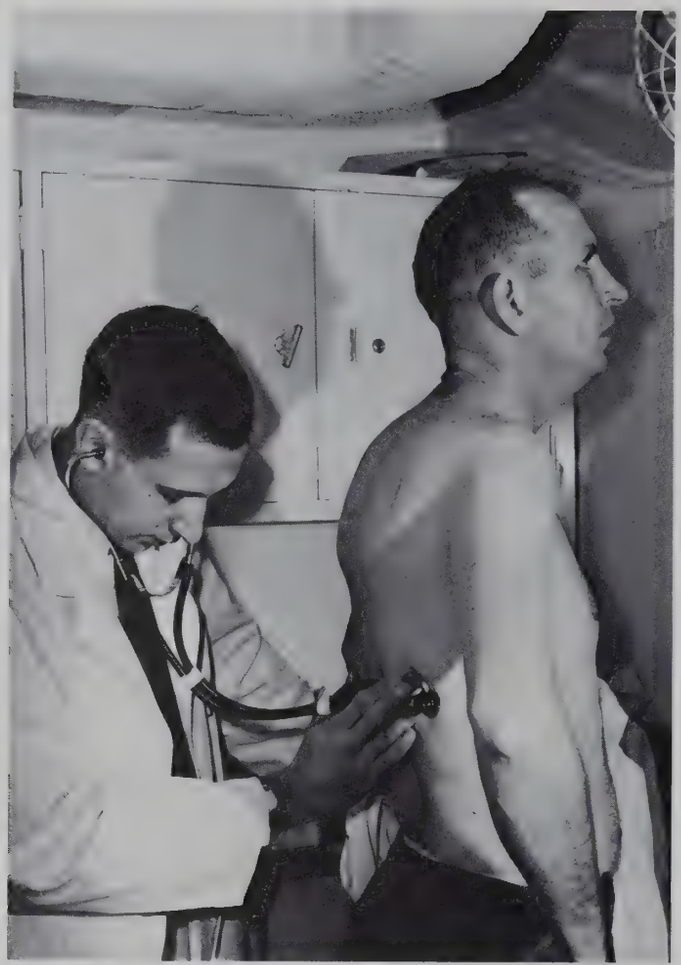
First row: COONS, JONES, ESQUIVEL, HARTMAN. Back row: EACKER, ROAN, DI MAGGIO, SHAW.

Front row: BROOKS, LTJG HOLIMAN, LT O'REILLY, ANDERSON, HARPHAM. Middle row: GRAY, GIARD, KELLY, MARTIN, FLANNIGAN, THOMPSON, KNOBLOCK. Back row: CLEMONS, MURACH, OSBORN, ASHBRIDGE, LEWIS.

Medical Technology has kept pace with the advancement of weaponry from muskets to missiles. From the days of the loblolly boy, the modern Medical Department has evolved to a corps of highly trained hospital corpsmen. This is nowhere more aptly demonstrated than in the Medical Department on board ORISKANY.

This Division of twenty-four ship's company corpsmen plus six Air Group corpsmen, is comprised of men who are technicians in almost every phase of medicine. Standing ready to perform the everyday jobs of examination, treatment, and care of patients, plus any and all emergencies, are technicians in such fields as X-ray, laboratory, surgery, aviation medicine, sanitation, pharmacy, finance, supply, and medical administration. The equipment and space for these many and varied tasks are contained in the main sick bay spaces. The Medical Department contains a complete operating room, laboratory, pharmacy, aviation examining room with an eye tunnel, three quiet rooms, a forty-six bed ward, and all the offices and spaces required for support of these functions.

During an average month the medical department expects to see approximately two thousand personnel at Sick Call, and admit and care for some forty patients. During the same month ten operations will be performed of which two will be emergency appendectomies. We expect to receive four personnel a month from other ships in our Task Group with diagnoses ranging from broken bones to diseases of an infectious nature. The ever-present "shot" line is not to be forgotten, and during the course of a year some twenty thousand immunizations will be given to the ship's company and Air Group personnel. Each month we will expose three hundred X-ray films, perform eight hundred separate laboratory procedures, fill six hundred prescriptions, and process and maintain records of three thousand constantly changing personnel.



Wetz

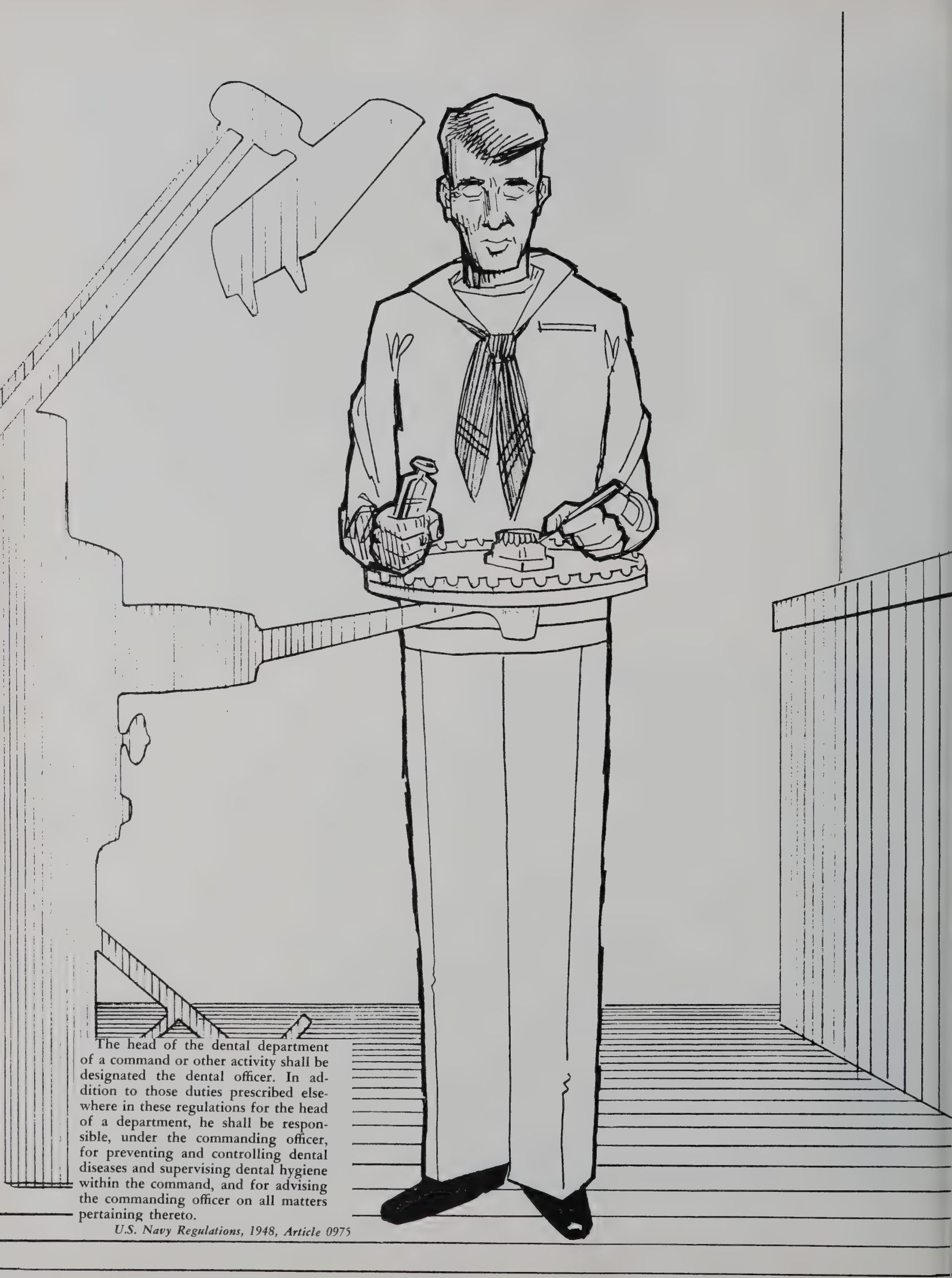
The officer allowance for the Medical Department consists of the Senior Medical Officer, who is a Flight Surgeon, an Assistant Medical Officer, who is a surgeon, and a Medical Service Corps Officer. When the Air Group is on board, this medical staff is augmented by two Squadron Medical Officers who are Flight Surgeons.

Wherever you are, whatever the hour, should you become sick or injured, you will find the Medical Department ready, willing, and able to give you the care and treatment demanded by today's Navy.

Wetz

Wetz

Wetz



The head of the dental department of a command or other activity shall be designated the dental officer. In addition to those duties prescribed elsewhere in these regulations for the head of a department, he shall be responsible, under the commanding officer, for preventing and controlling dental diseases and supervising dental hygiene within the command, and for advising the commanding officer on all matters pertaining thereto.

U.S. Navy Regulations, 1948, Article 0975

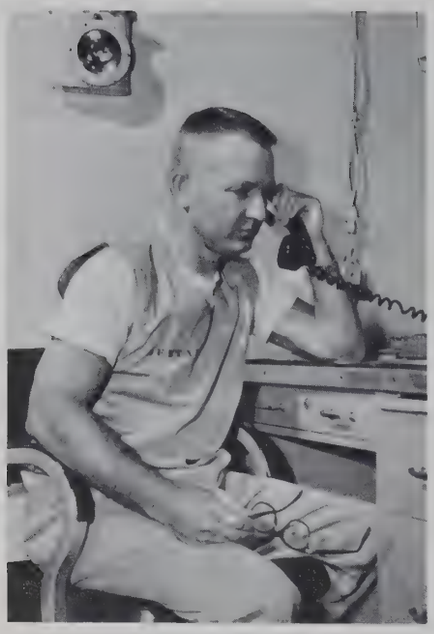
CDR W.J. KENNEDY, U.S. Navy
Dental Officer

CDR W. J. KENNEDY was born September 3, 1924 in Glendale, California. He attended Occidental College and Dental School of the University of the Pacific where he received his D.D.S. in 1947. After entering the Navy, he did post graduate work at the U.S. Naval Dental School in Bethesda, Maryland, and did residency in oral surgery at the Philadelphia Naval Hospital.

Before coming to ORISKANY, CDR KENNEDY served aboard USS MIDWAY (CVA-41) and at Camp Pendleton.

He is the son of Mrs. W. G. KENNEDY of Glendale, California and is married to the former Vonciel Vierhus of Stratford, California. They have six children, Claire, 14, Lyn, 12, Deborah, 11, Jeanette, 4, William, Jr., 3, and Patty Ann, 1. The KENNEDY's make their home in San Diego.

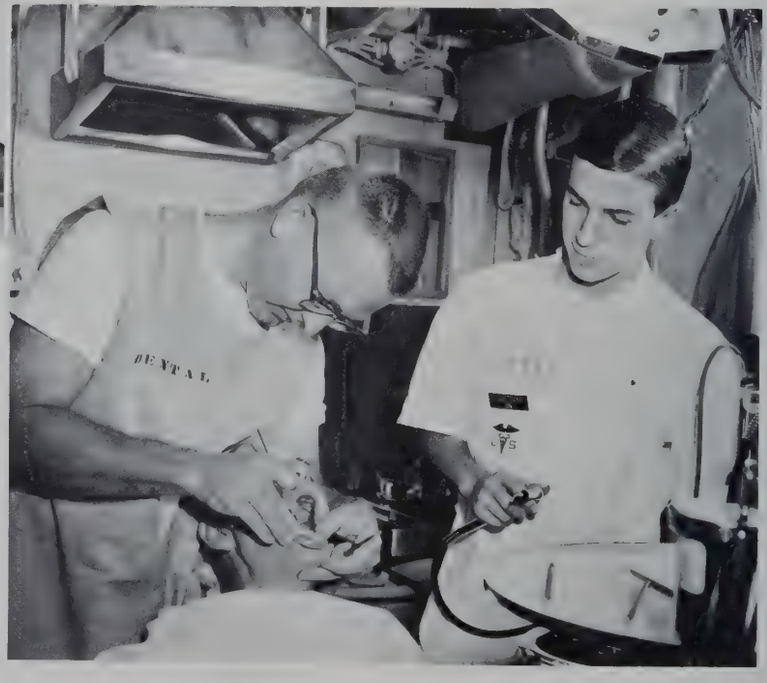
Wetz



DENTAL

The Dental Department is equipped and staffed to perform all types of dental treatment with the exception of those requiring highly specialized attention. The Dental operating room equipment is the latest available through the supply system and compares favorably with the modern civilian office. The Prosthetic laboratory constructs every type of prosthetic appliance normally used in the Navy.

With the Air Group embarked, the work load is extremely heavy. In an average day approximately thirty men receive some type of dental treatment. However, it is not necessary to establish a waiting list for routine treatment, and the average time for appointments is about four weeks. All urgent cases are seen immediately or within a few days. Waiting lists for prosthetic treatment are necessary in order to regulate the work load of the laboratory.



Fight her till she sinks and don't give up the ship.

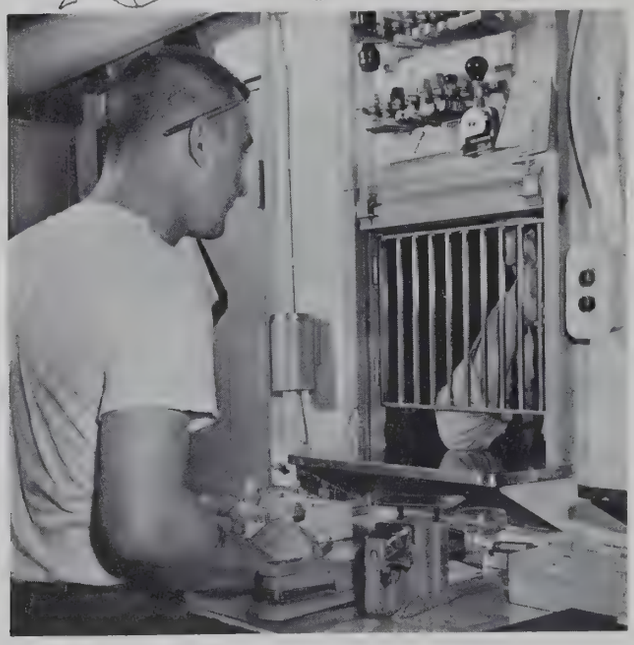
—James Lawrence

Front row: ROMERO, McARTHUR, LT GROAT, LT HARRIS, PAHL. Back row: SZUSTECKI, MEHUS, LAWYER.

The Dental Department is staffed with three Dental Officers, two Chief Dental Technicians, two Third Class Dental Technicians, and two Dentalmen. Chief Pahl is the leading Chief and the Senior Prosthetic Technician. He is assisted by Dental Technician Third Class Szustecki. Chief McArthur handles nearly all of the record office work and all of the property and accounting. Dental Technician Third Class Romero, Dentalman Lawyer, and Dentalman Mehus assist the dental officers.

The members of the Dental Department work together very harmoniously resulting in a high state of morale. All are justly proud of the "outstanding" received on the last AD/MAT Inspection.

X DIVISION



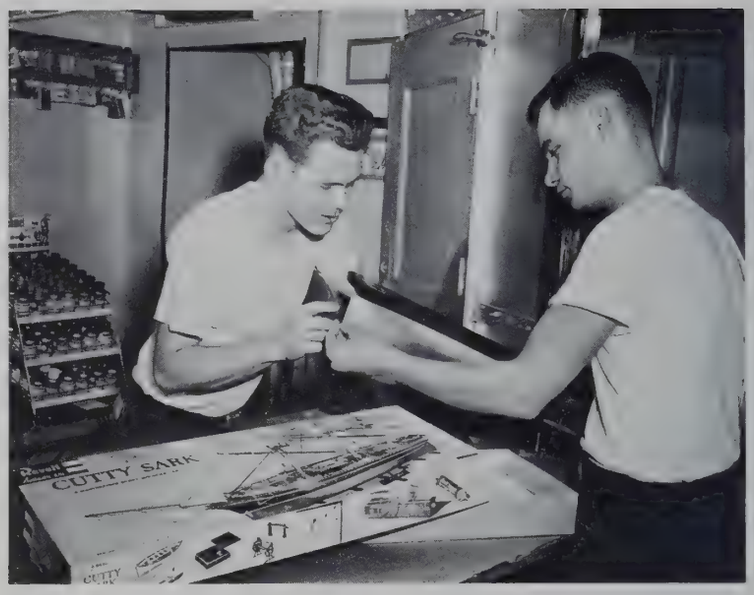
The Administration Department is directly responsible to the Executive Officer and is composed of eight different offices. Each is responsible for various activities involving the various administrative functions of ORISKANY.

The Administration office handles incoming and outgoing correspondence. This office has control of classified matter, maintains the ship's directive system and officers' records. The supervision of the post office and the print shops is also assigned to this office.

The Legal Office provides counseling on legal matters, preparation of wills, powers of attorney, and all legal documents, as well as its better known disciplinary functions.

The Personnel Office is the hub of enlisted activities. Here enlisted records are maintained, orders issued, personnel received, leave papers issued, and TAD orders drafted.

The Education and Training Office maintains and distributes educational courses and materials. They also have over-all supervision of administration of promotional and educational examinations.

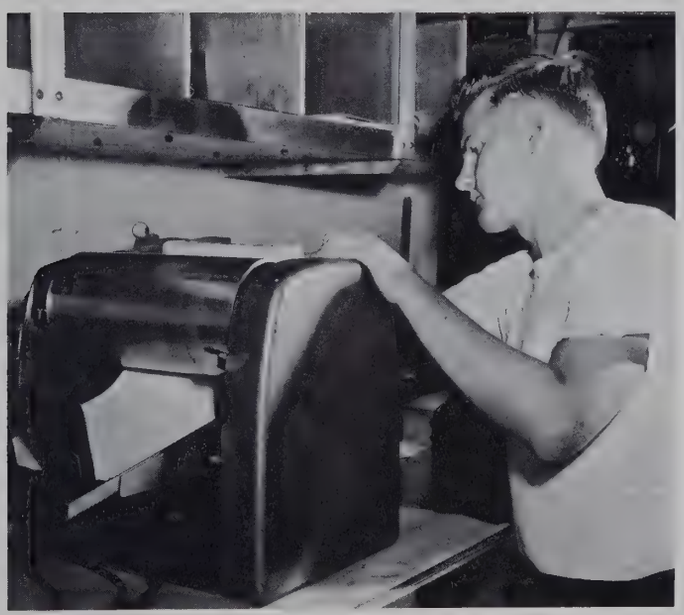


The duties of the Chaplains are primarily religious, but they are also assigned additional duties that promote the mental, moral and physical well-being of the crew. They have a staff of three enlisted men who assist them and maintain the ship's library and the crew's reception room.

Special Services supervises the Hobby Shop, Athletic Gear Locker, Television Studio, and the Radio Station. The Special Services Officer and his staff of four men also promotes various athletic programs and parties.

The Public Information Officer acts as liaison between the ship and all news media. He is responsible for the publication of the ship's daily and monthly newspapers, and civilian visits to the ship. He also advises the Commanding Officer in public relations matters and has a staff of three journalists.

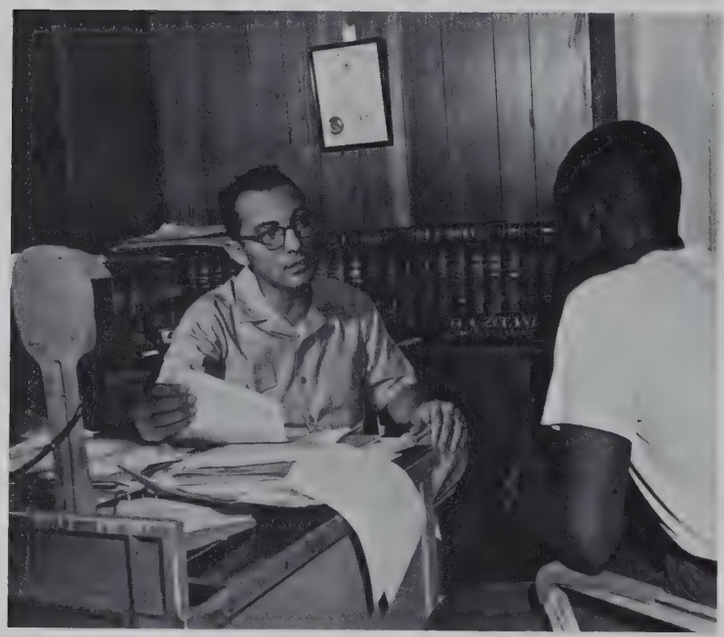
Front row: GILL, ENS BENNO, ENS LOSER, LT SAMMS, LCDR ZITANI, LCDR ELWOOD, LCDR CALLAHAN, ENS BOLDT, ENS LOWE, ENS GRAY, ENS HUMPHREY, CWO4 SCHEPPMANN, SMITH. Second row: NIETO, BRADSHAW, WOLFE, SIMMONS, BARBER, SHERMAN, PUZEY, CHRISTLE, DOSSEY, BONNETT, SHERIDAN, HUTCHINS, SIMS, KROG, WALKER, FLOYD. Back row: HINTON, SIEGAL, LOVELESS, STRIET, UTLEY, COOPER, CHRISTIAN, BOTELHO, NOONAN, PHILLIPS, KOWALSKI, PALOMINO, WEEPIE, HERRON.



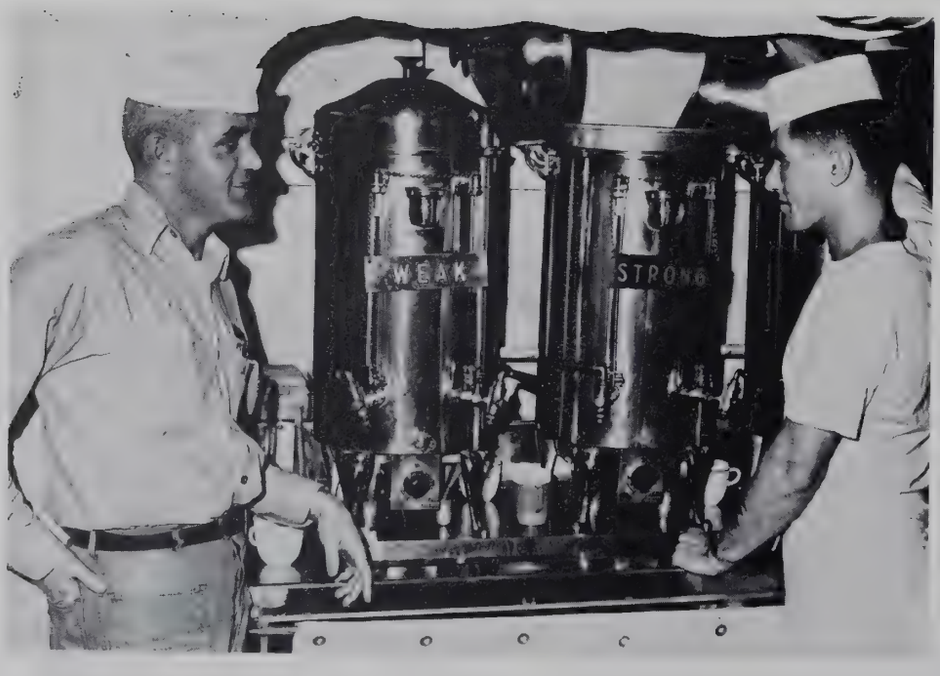
Take it lad. You need it more than I do.
—Chaplain George S. Rentz aboard HOUSTON, giving his lifejacket to a young seaman

Working directly for the Executive Officer, the Master-At-Arms force is responsible for enforcing Navy and shipboard regulations, conducting minor investigations, assisting at inspections and ensuring the rights and protection of the individual.

This then, is the Administration Department. It fulfills the functions you would expect of it, but also a great many more.



First row: GILL, ENS BENNO, ENS LOSER, LT SAMMS, LCDR ZITANI, LCDR ELWOOD, LCDR CALLAHAN, ENS BOLDT, ENS LOWE, ENS GRAY, ENS HUMPHREY, CWO4 SCHEPPMANN, SMITH. Second row: NIETO, BRADSHAW, WOLFE, SIMMONS, BARBER, SHERMAN, PUZEY, CHRISTLE, DOSSEY, BONNETT, SHERIDAN, HUTCHINS, SIMS, KROG, WALKER, FLOYD. Back row: HINTON, SIEGAL, LOVELESS, STRIET, UTLEY, COOPER, CHRISTIAN, BOTELHO, NOONAN, PHILLIPS, KOWALSKI, PALOMINO, WEEPIE, HERRON.


WEAK
STRONG

Front row: PERLIN, WILSON, GREEN, CHIEF BURCH, IRWIN, NICHOLAS. Second row: SHINGLETON, WEEKLEY, MORRIS, SHIBELY, BEAIR, WHTE.

Let me premise here that the bedrock of a naval service is organization; its soul, honor; its necessity, subordination; its demand, courage; its inspiration, love of country; its crown, honor.

–Admiral G. E. Belknap

ATTACK CARRIER AIR WING SIXTEEN

CDR ROBERT B. BALDWIN
"The CAG"

THE HISTORY

First formed in November 1942, Carrier Air Group SIXTEEN distinguished itself throughout the Pacific war. As the fighting arm of the USS LEXINGTON, the Air Group participated in such famous battles as Tarawa, Wake Island, the Gilberts, Hollandia, and the "Marianas Turkeyshoot." Disbanded in July 1944 for rehabilitation and reassignment, the unit reformed a month later and soon became a part of Task Force 38 aboard the USS RANDOLPH. Throughout July and August 1945, the Group made repeated attacks against the Japanese mainland, beating back fierce last-ditch opposition. The Air Group was returned to the East Coast aboard RANDOLPH in October of 1945 and soon thereafter decommissioned.

For fifteen years Air Group SIXTEEN lived only in the memories of those who served in its squadrons and in the records of its accomplishments. On 1 September 1960, however, the fighting name of Carrier Air Group SIXTEEN again resounded in the halls of Naval Aviation when the Group was recommissioned at Naval Air Station, Cecil Field, Florida. Composed of five squadrons—VF-161, VF-162, VA-163, VA-164, and VA-165—SIXTEEN moved to the West Coast in September 1961 and became the Pacific Fleet's newest Air Group. Under the command of Commander Robert B. BALDWIN, and recently redesignated as an Air Wing, Attack Carrier Air Wing SIXTEEN is presently homebased at NAS Miramar, NAS Lemoore, and NAS Moffett fields. Now on its second cruise to the western Pacific, it is proud to be a member of the fighting team of ORISKANY.

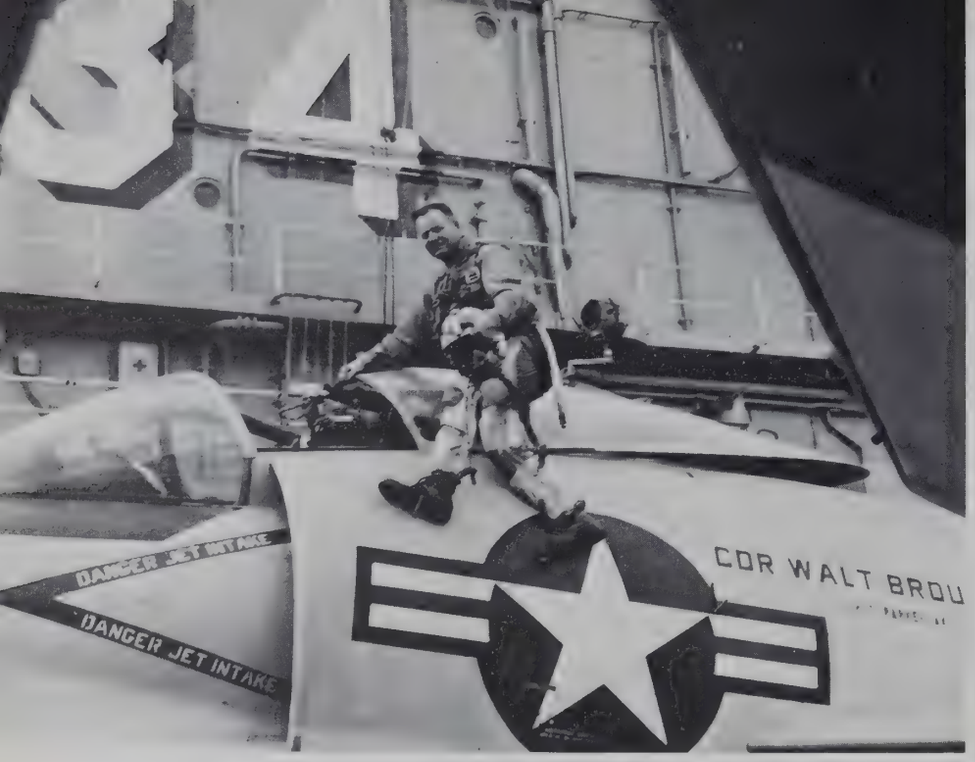
Standing: BROOKS, LT H. A. WAGNER; LTJG G. G. McKENNEY, JR.; LT R. E. CURRIE; LT T. G. BIRKEY (MC); LT H. J. BECK; ROBERTSON. Kneeling: HETRICK; FERNANDEZ; LT J. E. SARPHIE, JR.; CDR R. A. ZAJICHEK; CDR R. B. BALDWIN; LCDR W. H. McCALL; KAHRE; HUNTER.

THE STAFF

FIGHTING 161

Fighter Squadron One Six One is the all-weather fighter squadron of Carrier Air Wing 16. The night fighters fly the F3B "Demon" which is a single seat, single engine, fighter interceptor capable of speeds in excess of 600 miles per hour. The armament capabilities consist of the Sparrow III and Sidewinder air-to-air guided missiles, backed up by two 20mm cannons. The squadron's mission is to intercept and destroy enemy aircraft during night and inclement weather condition.

Front Row: Left to Right. LT WILLIAMS, LCDR CASSIDY, CDR BROUGHTON, II, LCDR WEIL, LT DIEHM, III. Second Row: Left to Right. LTJG SNOW, LT DOUGARD, LTJG UNER, LT SCHUPP, LT THETFORD, LTJG EDWARDS, LT GALLAGHER, LTJG McGUIGAN, LT KINCH, LT (MC) ALVES, LTJG PATTON.

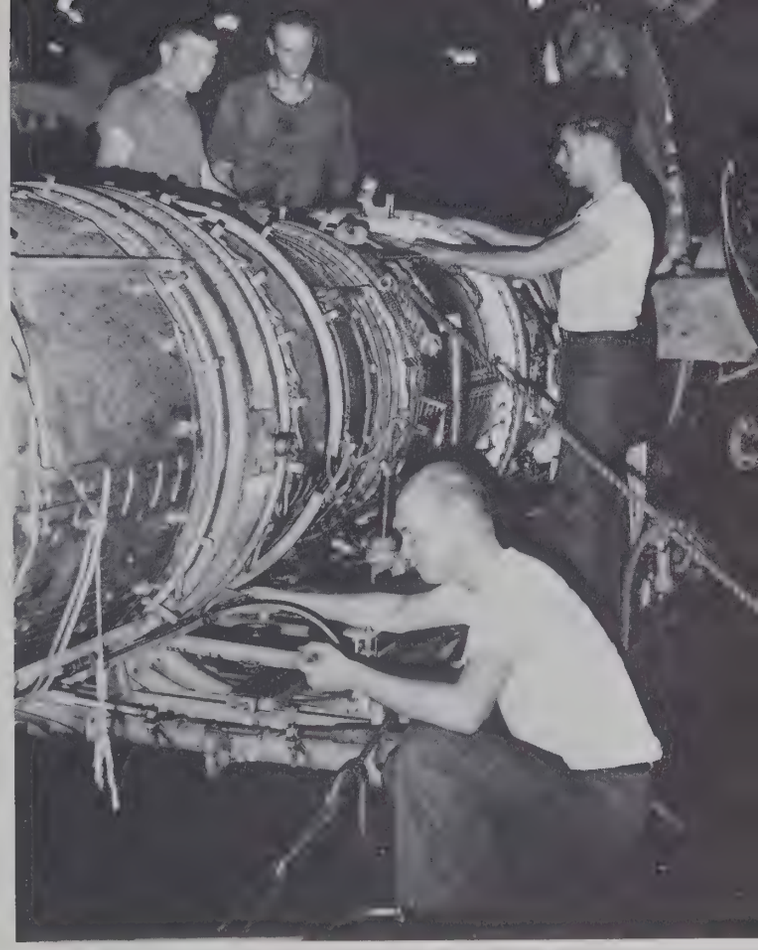


The skipper mounts his trusty demon.

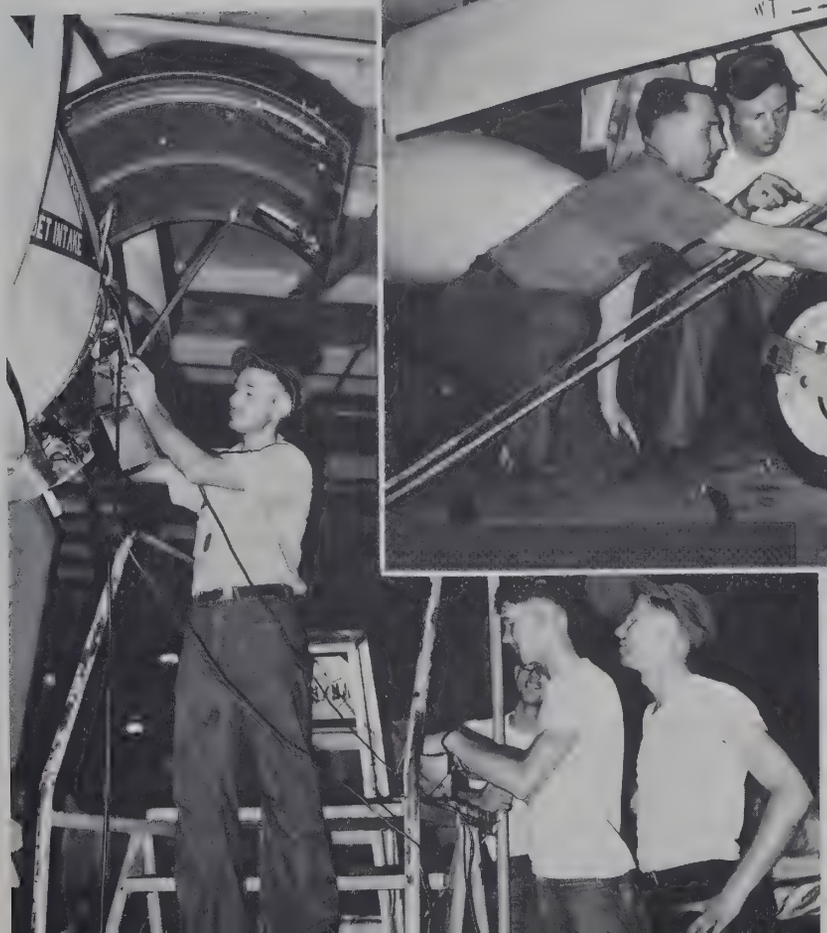
AOM

CDR WELTY, left center, briefs Lieutenants FARRELL and KLEIN at LTJG GERLACH, left, looks on.

"Paper pushers" review a service record.



A J-71 comes out for check.

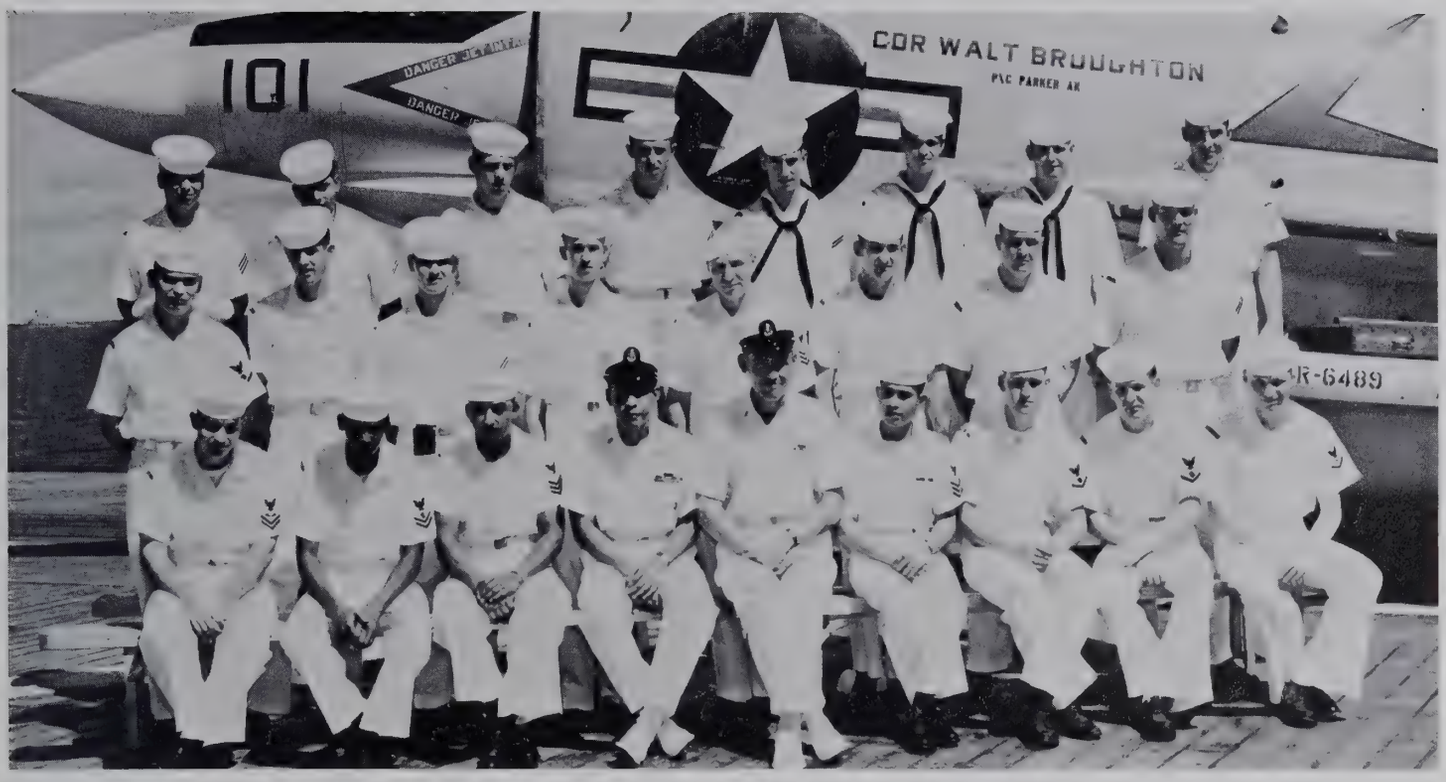


Above: Airframes puts the finishing touches on.

Left: Testing the radar.

Front row: Left to Right. STRAW, TUCKER, PARKIN, DAVENPORT, TAYLOR, PASCHALL, McPHAIL, HOLLIS, WHITTAKER, LAY, WHITMER. Second row: Left to Right. KNOPP, HAGEMANN, SKETOE, JOHNSON, DAVIS, McCARTHY, BALLINGER, HUTCHISON, JONES, MARTIN, COBURN. Third row: Left to Right. MACDONALD, HUDGINS, RAMIREZ, HACKETT, COX, TICE, CHADWICK, THOMPSON, PAYLOR, STANLEY, CARNEY, ALBERTSON, BARRY.

Front Row: Left to Right. NEVITT, PUCKETT, NJAA, SHORTLAND, DOLAN, CASTORINI, PIKELNY, KAUFMANN, BARKHURST, STRAUP, KLIPP. Second Row: Left to Right. GUZY, BEHRENS, ENGLE, CHAMBERS, WELLS, ROCHESTER, MARCUS, MEDART, KELLER, DUDEK, ASHFORD, FABRE. Third Row: Left to Right. PUCKETT, ZASTROW, MORWICK, ATNAN, MOORE, MOORE, LINDLEY, POSPISIL, OAKES, NUSS, GIDEON, LONG, MATHIS.



Front Row: Left to Right. BEAIR, McCOWN, RICKS, REGALADO, HOLLIS, ROLDAN, PREVATT, CARROLL, KNIPPLE. Second Row: Left to Right. HALTERMAN, COOK, MACDONALD, CHAMBERLAIN, DAY, RAY, WEBB, EICHORN. Third Row: Left to Right. GINGERICH, FRANCO, SCHMIDT, MADISON, WALKER, RACY, BROCK, MCCUE.

Front Row: Left to Right. APPLE, MORROW, ROHR, HANNERS, DUFFY, JONES, BROWN, BRIGGS, HILL, GARRETT. Second Row: Left to Right. SWEARENGIN, DRAKE, DIETRICK, PRINCE, LAKEBRINK, ROSENBERGER, BUSH, BONTON, LEONARD.

Front Row: Left to Right. CHAPPEL, ARCE, PRATTA, BUNCH, HILDEBRACHT, WORRELL, SLAY, DESKINS, MALONEY, THOMSON, FRISKO. Second Row: Left to Right. PARKER, FERRELL, ARAGON, EKCSTEIN, CROW, BODNAR, DILLARD, CUNNINGHAM, MILLER, FIELDS, BELUSCAK.

Rendezvous over Fuji

Above: Two demons arrive for a drink from a magic stone filling station.

Left: The sharp edge and the fast edge.

"Charlie, Now"

VF-162 "THE HUNTERS"

The Head Hunter

CDR R. D. ORTON

"THE HUNTERS", of VF-162 are ORISKANY'S Day Fighter Interceptor Squadron. Their mission is to gain and maintain air superiority and defend friendly forces from air attack.

The squadron's insignia is an adaptation of the constellation Orion, who according to Greek mythology, was the greatest of all hunters; hence the squadron's nickname — "THE HUNTERS".

ONE SIXTY TWO is the Navy's youngest Operational Fighter Squadron, having been commissioned on 1 September 1960 just a few minutes after its sister squadron VF-161.

The squadron made its first cruise to the Mediterranean aboard the USS INTREPID. Flying the Douglas F4D, VF-162 served as the all weather squadron of Air Group Six.

Today VF-162 flies the F8A "CRUSADER". Armed with four 20mm cannons and two infrared homing sidewinder missiles, the F8A provides a formidable defense weapons system for ORISKANY.

The "Head Hunter" position was filled by CDR F. M. NEVITT, Jr. from the beginning of the cruise until 29 October when CDR R. D. ORTON took command during the in port period in Iwakuni.

Front Row: LTJG DODGE, LT BAKER, LCDR GERONIME, CDR NEVITT, LT LAWLER, LT O'NEILL, LTJG KINTZEL. Rear Row: LTJG YOST, LT GILLES, LTJG LAWINSKI, LT LEZAMA, LTJG SHAMEL, LTJG FLAGG, LT ERMIS, LT WHEELAND, LTJG BROOKS.

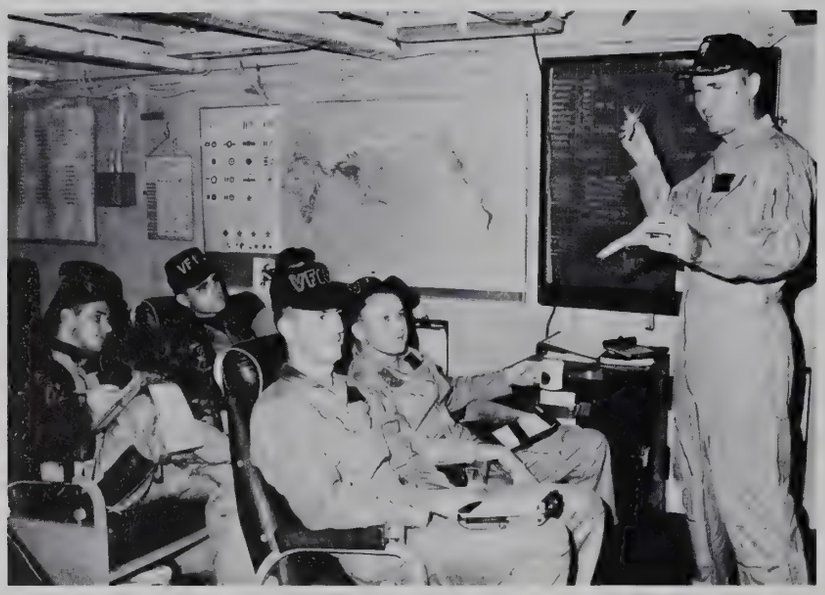
Front Row: LANE, VOEKS, DALE, HUDSON, MOORE. Rear Row: DEWBERRY, EDWARDS, PEEK, ESTES, LONG.

First Row: WHITELOCK, WRIGHT, WIEBE, GRIMES, DEWBERRY, LANE, PEEK, MARTIN, BAKER, CHAMBERLAIN, COEN, FAUST. Second Row: TUYNMAN, CAMPBELL, WILLIAMS, LARRIEU, GILKISON, SAMPSON, BEYER, GABBARD, AHERN, CUNNINGHAM, PIERARD, EDWARD, RUTHERFORD, FLINT, STICKLEY. Third Row: WALDROFF, GILMAN, GREEN, KANE, COREY, BISHOP, WOODHAM, HOLCZER, BEAUCHAIN, JOHNSTON, GRESHAM, CHESBRO, SJOVOLD, BOSSALLER.

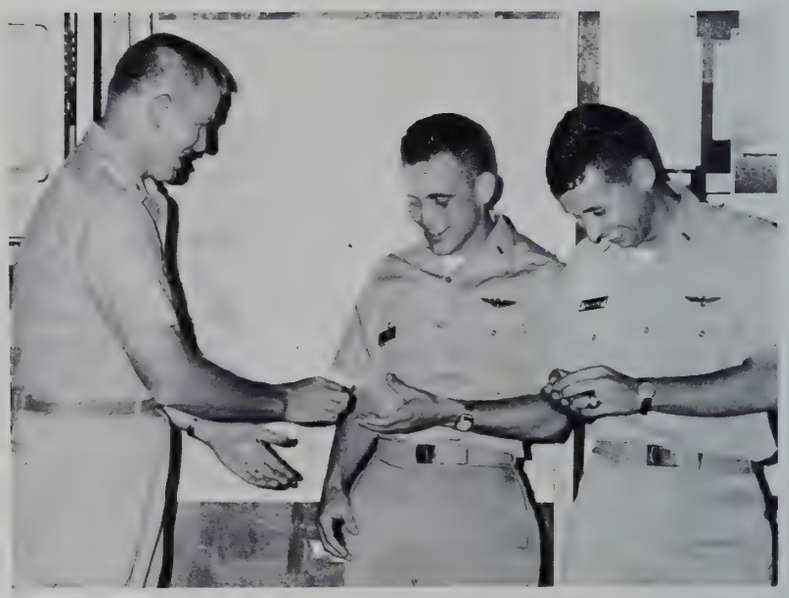
First Row: THOMAS, OLSON, CHARLES, GRAVES, MOORE, LONG, BARFIELD, LEARUE, HERRING, SCHAUS, PATE, LICHWALA. Second Row: DURDEN, SCHROEDER, LILES, KELLY, LEATHERS, HANKEY, LEE, VANOVER, BRADEN, BOARDMAN, LANDRY, COX, DUMONT. Third Row: WRIGHT, FREEMAN, POLK, WALSTON, MITCHELL, WINSKO, MOATS, WALKER, SPRUCE, CHAPMAN, BENNETT.

First Row: RICHBURG, DOUGLAS, ANDERSON, GILBERT, HUDSON, DALE, ESTES, WHITLOCK, BUZARD, HOPKINS, DESGROSSEILLIERS. Second Row: CHURCHILL, HOFFMAN, SHERFEY, CLABEAUX, CABURIAN, THOMAS, BROWN, JOHNSON, RICH, QUINONES, GROSS, FRIZZEL, MILAM. Third Row: MIDYETTE, FERRO, HARSCH, LAMOUREUX, WRIGHT, KAPSA, REEVES, ROCKWELL, HOUGLAND, LIPTACK, BRUESKE, CLARK, McCABE, BARBER.

First Row: NICHOLAS, DUNN, McCAULEY, WILSON, McMILLIN, EDWARDS, STONE, REITZ, RUSS, BOATNER, EMERY. Second Row: MORGAN, MORTON, MAYNARD, WEST, McCARTHY, COBB, ZIEMER, BURCE, WYATT, ZEYN, HARRELL, NORWINE, HARDY, BRIEMER, MOORE. Third Row: BEYER, IORIO, DUCET, BAILEY, THOMPSON, McCLURE, MUSSELMAN, PARKER, FLOYD, WAGUESPACK, CLAUS, BOSWELL, FLINT, BUSSING.



Head Hunter Briefs His Flight—LCDR AVERYT, XO-LCDR HORN, LTJG McCLARD and LTJG HUMBERT



CAG-16 LSOs LTJG GALLAGHER and LTJG CLARKE are Presented 1000 mph Club "Fast Pins" by CDR NEVITT

LCDR AVERYT Cuts His Cake Celebrating VF-162's 1000th Carrier Landing In The F8U

F8A Crusader Receives a Load of Ammo

Testing The U-Bird's Hydraulic system

VF-162 AirFrames Men Work on a Periodic Check

Reservicing The Ram Air Turbine

VA-163

On the first day of September 1960, the "SAINTS" were commissioned at the Naval Air Station, Cecil Field at Jacksonville, Florida under the command of LCDR J. M. MANHERZ.

The "SAINTS" were assigned the A4D-2 (A4B) Douglas Skyhawk to perform their assigned mission. The first aircraft was delivered on 3 October 1960, and by June 1961 twelve aircraft had been delivered to the squadron. By this time twelve pilots had reported for duty along with a nucleus of enlisted personnel.

The mission of the squadron is the delivery of ordnance which includes bombs, rockets, guns and missiles. To prepare themselves to carry out this mission, the pilots undergo a long, strenuous training cycle, followed by competitive exercises (COMPEX). The first COMPEX was held in May 1961 with all pilots qualifying and a large number earning "E" 's for excellence.

During the celebration of Naval Air's 50th Anniversary, the "SAINTS" were the only fleet aircraft squadron to participate in the Fire Power Demonstration at Pensacola, Florida. Although the squadron was young, its performance was superb.

On 19 September 1961, CDR MANHERZ was relieved as Commanding Officer by CDR D. V. MARSHALL Jr.

One of CDR MARSHALL's first official functions was to lead the "SAINTS" across the United States to their newly assigned home, the Naval Air Station, Lemoore, California. Residence was established on 26 September 1961.

The "SAINTS" made their first shipboard deployment on their assigned carrier, USS ORISKANY (CVA-34), in February 1962. The Big "O" eventually became recognized by squadron members as their "home away from home", and the "SAINTS" departed the continental United States with her on their first deployment to the Western Pacific on 7 June 1962.

During the 1962 WESTPAC cruise, the "SAINTS" enjoyed liberty in Hawaii, the Philippines, Hong Kong and Japan.

CDR M. D. SHORT, the present "Head Saint", took the reins from CDR MARSHALL on 14 October 1962 during a ceremony on board USS ORISKANY while moored in Subic Bay, Republic of the Philippines.

The "SAINTS" made their return to the United States just in time for Christmas 1962.

Beginning in February, after their holiday leave period, the "SAINTS" were once again in action preparing for their next deployment which followed closely on the heels of the previous one.

From April through July the squadron was engaged in various short training cruises once again aboard the Big "O". One inport period was utilized in preparing for and executing the Presidential Fire Power Demonstration for President Kennedy at the Naval Air Facility, China Lake, California. Here the "SAINTS" demonstrated multiple aircraft drops of napalm and the versatile capability of the Bull Pup guided missile.

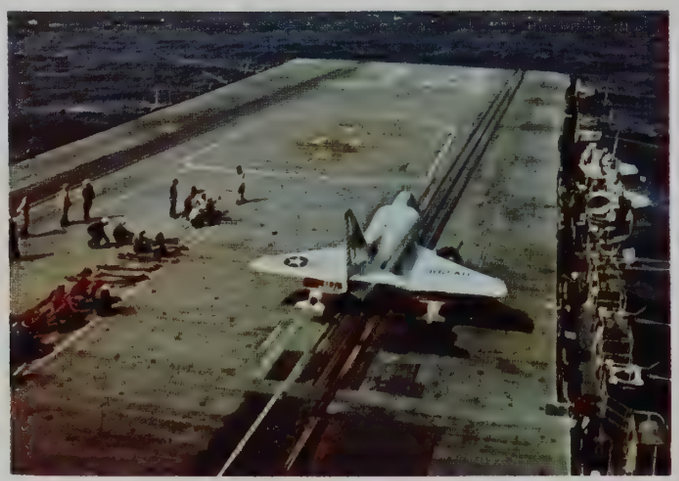
In August 1963 the squadron once again was headed westward to cross the International Date Line and embark on another challenging deployment.

During this cruise the "SAINTS" have seen new operating areas as a result of crises in Viet Nam and other parts of the Western Pacific.

Although anxious to return to the USA once again, each man stands ready to do his best to fulfill his obligations to deter aggression against our country and all freedom loving nations throughout the world.

CDR M. D. SHORT
Commanding Officer

305

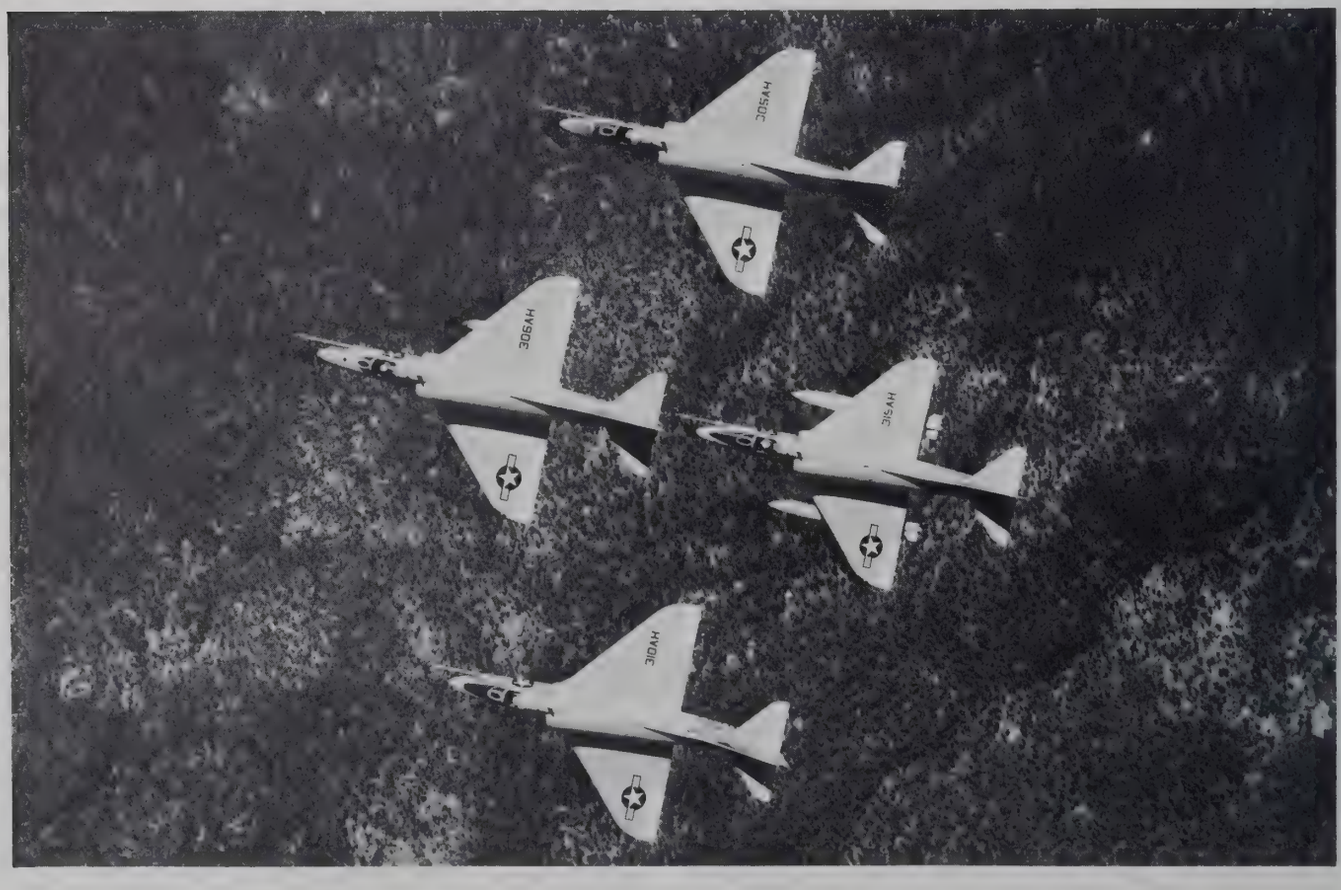


4874
NAVY

Back row—left to right: LTJG ZARI, LTJG SPEAR, LT HEWETT, LT NORTON, LT DUPLER, LTJG AVORE, LT McGOWEN, LTJG KRAMER, ENS SLOAN. Front row—left to right: LT ESTEP, CAPT VICKERY (USAF), LCDR ZIBILICH, CDR SHORT, CDR JENKINS, LCDR SIMMONS, LCDR NOTHWANG.

Back Row from Left to Right: DOEHRING, SCHURIG, CLARK, GREEN, SHIPMAN, McCOLLUM. Front Row from Left to Right: FARRELL, KING, ARMBRUSTER, DRAKE.

Back Row from Left to Right: WOOD, BUNCH, MUIR, ENGLISH, RUDOLPH, BERGMAN, TSONGRANTIS. Middle Row from Left to Right: WALKER, STECK, LOWE, DAVIS, LYONS, WEEKS, ROBINSON, FOSSETT, CHRISTENSEN, FEUILLERAT. Front Row from Left to Right: GONZALES, GOODALL, BICH, WEISS, BOYD, HENSON, MAYFIELD, ARNETT, JACKSON, ROSEBERRY, HARRISON.



Back Row Left to Right: DORSEY, STOKES, CANTOR, TOMLINSON, RICHARDSON, ETHRIDGE, SQARTZ, HICKS, WALKER, McPHAIL. Middle Row Left to Right: BAKER, GENARIE, CHELLINO, BIGFORD, WANKLYN, VENEMAN, JONES, OLEYAR, GLASS, STECK, EVERETT, BAKER. Front Row Left to Right: WAGANAB, HIETBRINK, VALENCIA, HAYNES, DORRIS, STEVENS, BARNARD, FITZGERALD, HENSON, TOLEDO, LOCKETT.

Back Row Left to Right: PASQUAL, CHELLINO, BAXTER, ZARR, BUNTING, ANCONE, FROCCHI, KNOKE, TAYLOR, KITOWSKI, CORMAN, LEE, BALASI, TELLEZ. Front Row Left to Right: HARRINGTON, BALVIN, GOODRUM, BRADSHAW, RASLICH, RALISH, REED, KORMOSKI, MALONE, BROWN.

GHOST RIDERS

ATTACK SQUADRON 164

The commanding officers for the 1963 cruise.
CDR NETHERLAND, left, relieved CDR BANKS in Hong Kong, B.B.C. on 21 September

THE GHOSTRIDERS STORY

The Ghostriders were commissioned as a Squadron on 1 September 1960 at NAS Cecil Field, Florida. They moved to NAS Lemoore in September 1961 and departed on their first cruise aboard the USS ORISKANY in June of 1962.

The Ghostriders fly the A4B light jet attack aircraft and have compiled an impressive flight record in their brief but colorful history.

After returning from their first WESTPAC Cruise in December 1962, no time was lost in preparing for the next. Training commenced with a weapons deployment to Fallon, Nevada in February 1963, and the first of several shipboard deployments in April. During this time the versatile squadron received a compliment to their capability when they were requested to participate in the Presidential Demonstration for our late Commander in Chief, President Kennedy, at NAF China Lake on 6 June 1963. Two events demonstrating the firepower of the A4B, low altitude loft bombing and rocket delivery, were performed.

The squadron consists of 130 enlisted men of the many rates necessary to keep a squadron functioning, and 20 officers. Of the officers seventeen are highly qualified attack pilots, two are non-flying maintenance specialists and one is an Air Intelligence Officer.

During the present cruise, while anchored at Hong Kong, B.C.C., CDR C. A. BANKS, JR. was relieved by CDR R. M. NETHERLAND as the Commanding Officer of this young, eager and proud squadron of Carrier Air Wing Sixteen.

Back Row, Left to Right: RISCHEL; WHITLEY; FRION; BARTSON; BRADY; JOHNSON; FORRISTER; GONZALEZ; MORRIS; STOUFFER; MISA. Center Row, Left to Right: DANIEL; NELSON; DANIELS; ROLFES; VASQUEZ; BJORKLUND; ANCEL; WIGGINS; WELSH. Bottom Row, Left to Right: CAVALLIN; SHEPHERD; AVERY; SHEA; HANLEY; PRIER; CURTIS; ASHTON; HOLMES.

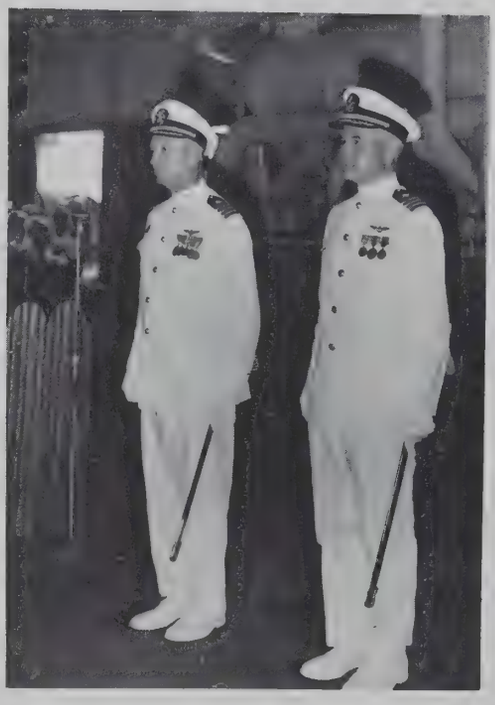
Left to Right: LT CLARK, LT LINN.

Back Row, Left to Right: LT MULLINS; LT MELVIE; LTJG CLARKE; LTJG HUBBARD; LTJG McDONOUGH; LT FARLEY; LT MULROONEY; LTJG HAMON; ENS KEELER. Front Row, Left to Right: LCDR OWENS; LCDR ABEL; CDR BANKS; CDR NETHERLAND; LCDR POWERS; LT NORTH

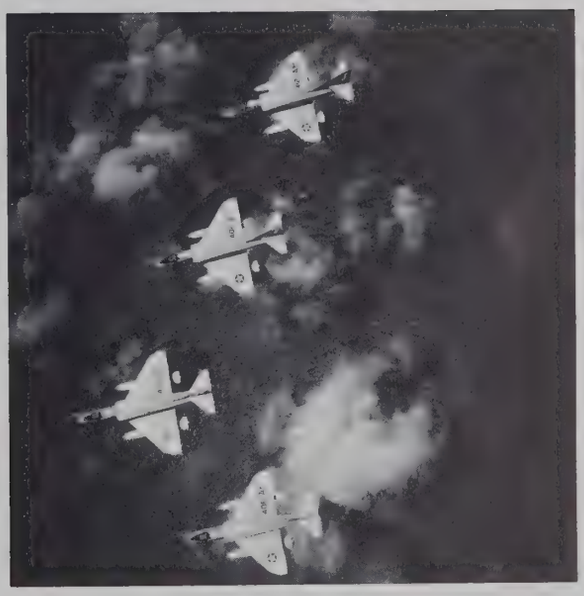
Back Row, Left to Right: AYRES; BONEY; McKINNEY; PARSONS; ZARAGOZA; VAUGHAN; COOLEY; WILLIAMS; WOOD; BARKER; USHER. Center Row, Left to Right: ASHTON; PATAGAN; RAMEY; OSBORNE; O'NEIL; BRENNER; LYTLE; WRIGHT; HOLCOMBE; BARCKHOLTZ; HUNTER; CRISOLOGO; GASTON; CANOLE. Front Row, Left to Right: MORALES; CHEW; NOBLE; BRANDT; DOLAN; KILPINEN; WALKER; BROWN; AQUINO; LAVADA; COXWELL; SHINN.

Back Row, Left to Right: FARRIS; RAAGAS; McELHANEY; WALLACE; SMITH; LAKE; QUINBY; ARNOLD; WEEKLEY; PONCE; STAGGS. Center Row, Left to Right: WILSON; COCHRAN; REED; BIGGER; BLEVINS; BARNES; LEONHARD; SCIALO; WILCOX; SCHNIEDER; DOWNS. Front Row, Left to Right: JUDKINS; DOVE; EIDSON; ANTOINE; KWIERAGA; SCOTT; McGLOTHLIN; MILLER; DION; HILL; SEARS.

Change of Command In Hong Kong, B.C.C.



Front Row: CLARK, WESSELS, BATCHELDER. Second Row: BAKER, HATLEY, HERRERA.



THE AH BOOMERS

ATKRON 165 flies the A1H Skyraider, a single engine attack bomber known affectionately as the "Spad". The squadron is capable of performing a variety of missions and delivering almost the entire spectrum of air-to-ground weapons. The Spad's advantage over the newer jet attack aircraft is its ability to carry an enormous ordnance load to a distant target and then loiter in the area with its large fuel reserve until ground forces call for airborne firepower.

During the cruises aboard ORISKANY, the squadron maintains its fighting trim by flying simulated strike missions. The Spads fly day and night maintaining a high degree of readiness in weaponry, navigation, instruments, and tactics. ORISKANY has often called upon the boomers to perform various other missions such as night fighter interceptor and even low level photography.

If and when a crisis arises, Attack Squadron 165 is ready to launch to assist ground forces in a brushfire war or go all out in a world-wide conflict. The versatility and destructive capability of the squadron weapons system makes it an essential component of the naval strike forces.

First Row Left to Right: LT POLLOCK, LT FERRENTINO, LT WILSON, LTJG HARRISON, CDR ANDREWS (CO), CDR HOUCK (EX-CO), CDR CHAMBERLAIN (XO), LT TAYLOR, LT GOLDSMITH, LTJG HYLAND. Second Row: LTJG HEMRY, LT HOTCHKISS, LTJG McMAHON, LTJG MAFORT, LT PAGE, ENS ROBB, LTJG MOORE, LCDR McANULTY, LTJG PELSZYNSKI, LT WALKER, LCDR SELBY, ENS RUSSELL.

First Row Left to Right: SHILLING, KLINE, OHL, HENSEN, CHAPLIN, LEAL, MILECKI, WEAVER, GABBERT, HEIDEMAN, MOSER, DAVEY. Second Row: RYNIEC, LAMBE, LALLEMAND, SKELTON, FOSTER, STREET, PALMER, SCHMEHL, HULL, WAINSCOTT, MORRISON, MULLEN, STUPFEL, DAVIDSON, GLENN. Top Row: HEBERGER, CORRIE, VENTIONER, HUGHES, WEBESTER, MARTIN, CUSTALOW, COATES, WHITTAKER, STROUD, POPE, ERHART, VINKE, McKENZIE, McMAHON, BREEDLOVE.

First Row Left to Right: CHRISTENSON, ERB, RAE, OSBORNE, HARRINGTON, BATCHELLER, BARNES, BANKS, HARDY, TIDHOLM, CAMPBELL, LARK, MADDOX. Second Row: ARMSTRONG, LONDON, RICHARDS, HUMPHREY, HENDRYX, LINDHURST, RITTER, YATES, CROOKS, CANCEL, MARTEL, SCOTT, MILLER, BURHANS, ELDER, HIGHT, HARDER, DOWD. Top Row: WHEELER, LONG, FREEMAN, KINKELLA, WRIGHT, WHITE, LEISS, POLLIARD, TRIEBWASSER, CHEATHAM, GRIMES, KENNEDY, CHARLICK, CARUSO, STEELE, MEADOWS, HARMISON, MYERS.

"Spad" pilots briefing for a hop in Ready Two. Here all the details of the mission are previewed.

On the signal, the boomers race to their aircraft with zip and dash. The everpresent plane captain assists by strapping the pilot comfortably into the aircraft.

The air boss calls, "start the props" and the mighty engines roar to life. Once the preflight checks have been completed, the Spads are ready to launch.

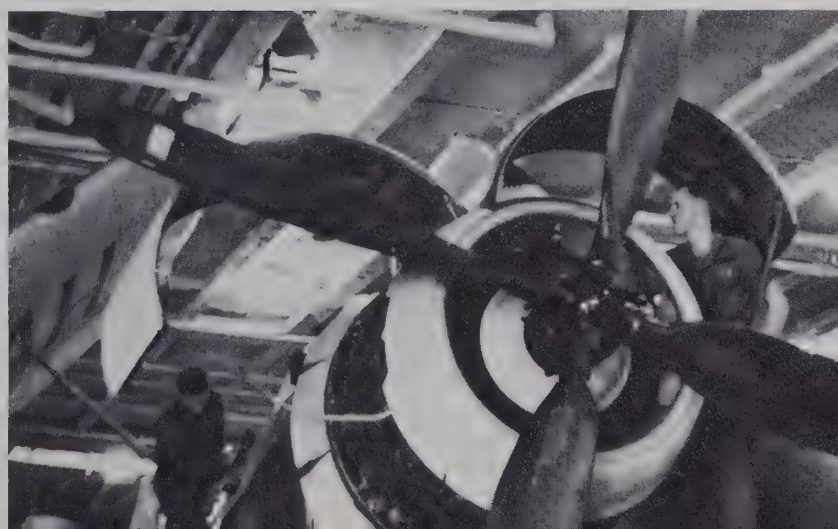
Last but not least, the A1-s launch after the kerosene burners have departed. Another aspect of their versatility, the Spads are deck launched this time.

Mission completed, the boomers return to the ship and await the "Charlie" signal to land. The Spads fly down the glide slope and are "cut" by the friendly LSO.

There is no time for rest. The birds must be serviced for the next launch and sometimes undergo a few minor repairs.

At days end the aircraft are cleaned up and tied down for the night.

But, the tireless maintenance crew toils on through the night in preparation for air operations the next day.



Photos by Schmehl

Front row: PASQUARIELO, STEINGRABER, WALTERS, WOOD, HELT, CHIEF ANDERSON, CHIEF JOHNSON, THIER, KELLEY, LAFFERTY, TOLLESON. Second row: OVERLOCK, WINGFIELD, GANNONE, HENDERSON, PROCHASKA, GAULT, BURKETT, DIXON, PORTUGAL, SIPPLE, McLAUGHLIN, HANCOCK. Third row: GIFFORD, MARSTON, KARCHINSKI, SMITH, PITTMAN, LARSON, EVANS, DONES, DALBEY, HOWSMON, McKAY, DAVIS.

Front row: LTJG DOWNS, LT LEE, LCDR BOLES, LT FLYNTZ, LT RILEY, LTJG EDGAR.
Second row: LTJG KING, LTJG CAMPBELL, LTJG SCHROEDER, LTJG KOPPMANN, LTJG MORAN, LTJG LaVIGNE.

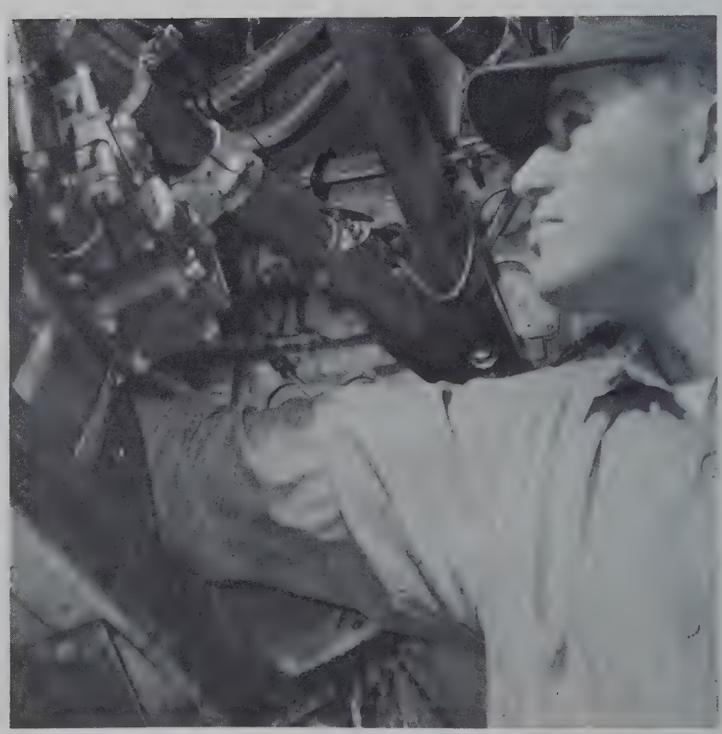
Wetz

. . . . . The final product of the detachment's team efforts, the intercept, itself.

Detachment GOLF, flying the E-1B Grumman TRACER, is an integral part of the ORISKANY-CAW 16 Anti-Air-Warfare team. The "Willie Fudd" has a crew of two pilots, an air controller, and technician/operator.

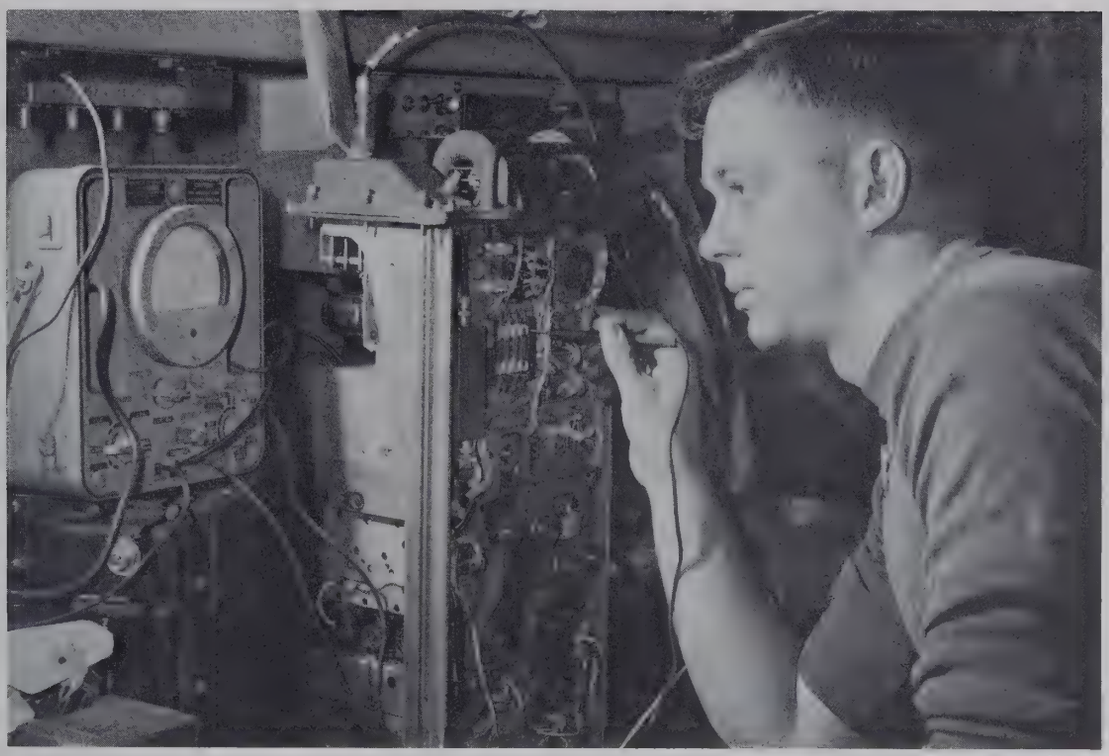
The tasks of the Fudd are many and varied. Most important is providing the Task Force with early warning and interceptor control against low-flying aircraft. This airborne CIC can transmit its radar video to surface units operating in conditions of radar silence. By relaying radio transmissions from distant units, the Fudd makes radio communications possible over a much greater distance. The Fudd also assists the ship's CCA team during recoveries when the ship is operating in conditions of electronic silence.

The three E-1B's from VAW-11 at the Naval Air Station, North Island perform these missions through a dedicated team of twelve officers and 37 skilled enlisted men.



Wetz

. . . . . have tools, am traveling.



Wetz

J. W. Wingfield, ATN-2, services a piece of communications equipment so necessary to the mission of the "Eyes of the Fleet."

D. L. Walters, AT-2, checks out a radar indicator to insure faultless performance on the next flight.

Wetz

AT WORK

Wetz

Cleaning the Fudd's secondary means of Bogey detection is C. E. Pittman, AN.

.....after that hop, even the boss was happy.....

One of the highlights of the cruise was the opportunity to meet COMSEVENTHFLT, Vice Admiral Moorer, during his visit to ORISKANY.

- - - *and*

AT PLAY

. . . emergency rations for George and George between innings.

Wood

Boles

The side line spectators mirror emotions ranging from disbelief to delight depending on which side they are rooting for.

HATRON FOUR

Detachment Golf

Heavy Attack Squadron Four, Detachment Golf, proud owners of 3 Douglas A3B Skywarriors, provides ORISKANY with its all-weather attack capability, the backbone of Seventh Fleet's mission in WESTPAC.

The Detachment's parent squadron is based at NAS Whidbey Island, Washington, the home of all west coast heavy attack squadrons. "Heavy Four" is the only squadron which deploys in 3-plane detachments, all of which are assigned to air wings aboard the 27C class carriers.

Det Golf consists of 4 flight crews, an air intelligence officer, and 71 maintenance and administrative personnel. The make-up of an A3B flight crew includes a pilot, a bombardier/navigator, and an enlisted crewman/navigator. Each crew, having flown together for many months, is fully qualified to execute its mission, in fair weather or foul, flying at speeds in excess of 500 miles per hour.

During this cruise, two officers will have headed the Detachment. CDR. Stephen OLIVER was Officer-in-Charge from the Det's formation until 14 November 1963. On that date, CDR. Donald HOUCK became the new O-in-C and CDR. OLIVER returned to Whidbey to take over as Hatron Four Executive Officer.

CDR S. OLIVER
O-in-C
1 April 63-13 November 63

CDR D. HUUCK
O-in-C
14 November 63-

Front Row: ARMON, McDANIEL, LINKLETTER, PRIVETT. Second Row: POWERS, EBERS, HAWLEY, ORTEGA, JR., WOLKE, COGDELL, OLIVER, CASE, KAUPAS.

Front row: PRIVETT, PATTERSON, McKEE, DAGUE, DEARDEUFF, NUNEZ, GHERRITY, GRIFFIN, LINKLETTER. Second row: LAMBERT, FOREMAN, KRUG, WIGGIN, AYE, JENSCHKE, McDANIEL, LEMIRE, REDMAN, LONG, HUGUNIN. Third row: CORBIN, DEINHARDT, PRIMM, CARNES, SABIN, McKNIGHT, GRAMENZ, GREEN, MASON, MOSS, HOLLAND, ZIMA, LASZYNSKI.

Front row: DRINKWINE, HARRIS, STYKES, JOHNSON, SANDERS, McGRATH, WILCOX, SIEVERS, MONJAY, PELS. Second row: MIXON, BAY, DAVIS, CLOVER, ENGLAND, BOUFFINE, IRWIN, CARTER, AKAN, KAUFFMAN, FEDINA.

Taxiing to the "cat"
is always a tight squeeze.

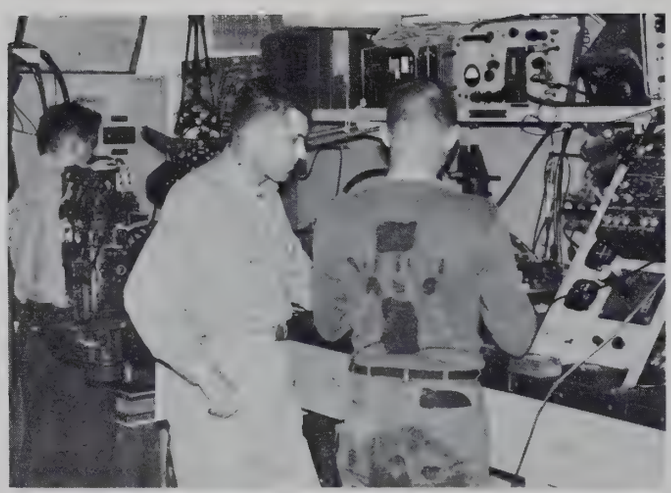
"Launch the Holly Green"
Oriskany's port cat hurdles
60,000 lbs. of aircraft, fuel
and crew off the deck.
Airborne in 220 feet.

Nice approach—
Looks like a
Number 3 wire

Open your eyes, Commander—
He's aboard!

Lock the door—they just sounded mail call!

No, that's not the way to spell "BUWEP-SFLTREADREPPAC"



It works!

Don't tell me the hop was that bad!

The DET at Work and Play

LCDR ROCKWELL
OFFICER IN CHARGE

LT McWHORTER
MAINTENANCE

LT MIDGARDEN
OPERATIONS

LTJG EDWARD
ADMINISTRATION

LTJG DICKSON
PHOTO

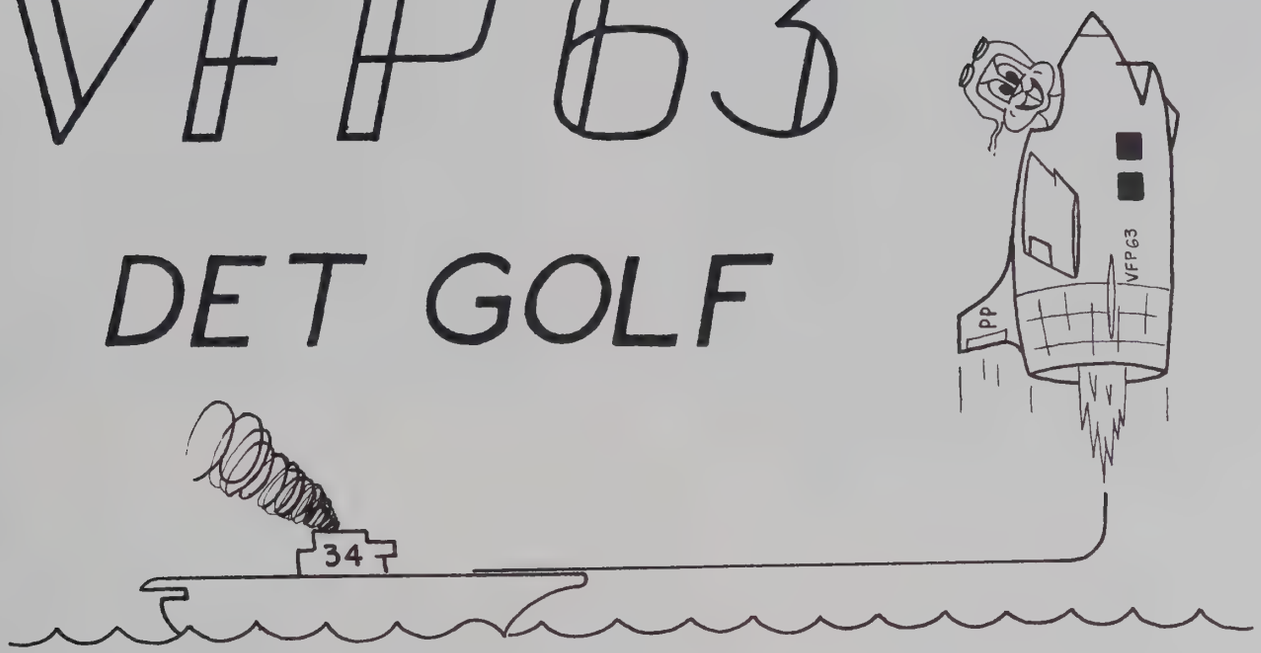
THRAILKILL, AMHCA
MAINTENANCE

ARROYOS, AMSCA
LEADING CHIEF

TOUSIGNANT, PHCA
PHOTO

VFP 63

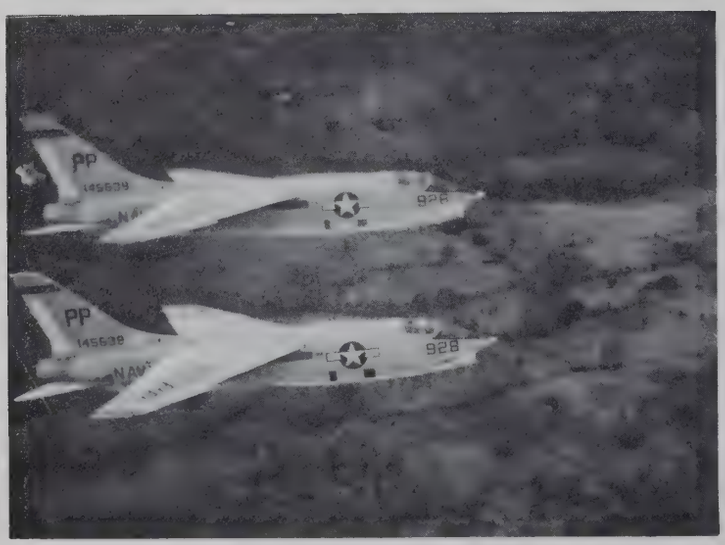
DET GOLF



First Row L to R: LT MIDGARDEN, LCDR ROCKWELL, LTJG EDWARD, LT McWHORTER. Second Row: KOOISTRA, BARRS, SMOOT, TOUSIGNANT, LTJG DICKSON, ARROYOS, THRAILKILL, BERNETHY, DUFF, KNICKERBOCKER. Third Row: ATZBACH, SMITH, PRICE, O'NEILL, RAY, SMITH, PADGITT, STAPLETON, ROWAN, BOYD, DUNCAN. Fourth Row: BARKER, SILVERS, FALLIN, KINNEY, DEASON, JENKINS, ALTON, HULL, BARRETT, ELLIS, DUCHOSLAV.

AT WORK

"But the camera checks out OK"

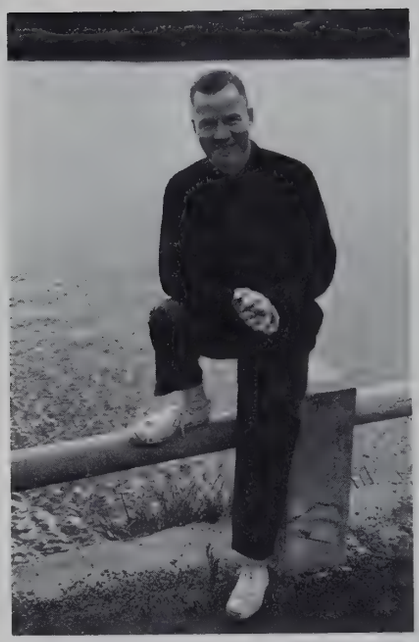


They said it couldn't be done

PP
VFP 63

RESCUE
GW 28,000

304



ON THE BEACH

"ELVIS"

HU 1

DET. GOLF

Hutron One Det. Golf, otherwise known as those ??'$$$? from the helo crew have the 'angel' duty primarily, standing by to pick up downed airmen or other sleepy individuals who may 'fall' over the side. In addition to this we deliver personnel and mail (for which we're dearly loved) to and from other ships in company, to say nothing of the fact that the harbor pilots find our bird a very nice ride.

Our aircraft, the new H2A, has scored a few firsts for the Big '0'. The first to deploy to WESTPAC, the first night helo plane guard, and the first H2A rescue during operational deployment. The plane handlers of ORISKANY quickly adapted to the new, larger angel for which our maintenance people are very grateful. Those sixteen redeyed individuals who comprise the enlisted portion of the crew, fly in the birds by day and maintain them at night, and have coined the phrase you can hear during holiday routine???? "holiday for the ship, routine for the helo's."

Together with six officers headed by LCDR CROW, the helo crew has been dubbed the "expiditers" in honor of the Air Boss, and these "expiditers" may be seen running up and down the flight deck to recover their bird. We get our physical fitness training in every day.

Piloted by six stalwarts of the blue ranging from LCDR to ENS, our birds are very sophisticated, and the men who maintain them are a highly trained group of specialists ranging in rate from CPO to Airman. OUR safety record is 4.0 and we've managed to maintain an availibility of well over 90%, a record envied by all, even other HU-1 Dets.

The cruise, for the helo crew, was highlighted in October by the difficult recovery of one of the 'Hunters' of VF162 who was well wrapped in his chute after ejecting from his aircraft, a picture of 'angel in action.'

Front Row: SMITH, LTJG MOWERY, LTJG LOGAN, LT WILLIAMS, ENS BRANDOW, STEVENS, WINEBOLD, HENDERSON, HICKS. Second Row: COLE, STEVENS, REDDING, SCHWEITZER, GAZDIK.

CAR DIV ONE

Commander Carrier Division ONE, RADM F. L. ASHWORTH is the Administrative Commander of Carrier Division ONE and during this deployment has been Commander Task Group 77.5. In this capacity he has been responsible, as part of Task Force 77 and the SEVENTH Fleet for a large portion of the Navy's commitments in the Pacific.

His staff, headed first by CAPT FAIRFAX and later by CAPT SWANSON, is composed of 19 officers and 58 enlisted men. The enlisted rates are varied and consist of Radiomen, Yeomen, Stewards, Boatswains Mate, Quartermasters, Signalmen, Draftsmen, Photo Interpreters, Musicians, and Marines. The assistance provided by the staff helps the Commander carry out his administrative and operational responsibilities.

This year's staff applied themselves, not only to their many duties, but to the athletic and musical fields as well. The softball team was unbeaten in winning the ORISKANY softball tournament trophy.

The band has been a genuine "good will ambassador" throughout the tour. In each port they have given concerts. At sea they entertain during underway replenishments, in the wardroom on special occasions, and while entering port.

The cruise has not been all work and no play. A beach party was held in Subic Bay and hot dogs, beans, potato salad, and refreshments were enjoyed by all. In Sasebo, the Staff and Flag Allowance had a grand party which helped bring in the New Year.

As the cruise draws to an end, we know that we shall soon leave ORISKANY and the many friends we have made here and board another of the carriers which even now is in its training cycle.

Front row: LCDR RICKETSON, LCDR DODDS, CDR ATHOW, CDR CUSTER, CDR HANECAK, CDR KUNTZ, CDR ALDEN, CDR CAMP, LCDR KNERR. Second row: ENS PRIGOSIN, LTJG DONOHUE, LT HAZLE, LT WALKER, LTJG JOHNSON, ENS JOHNSTON, LT HEIM.

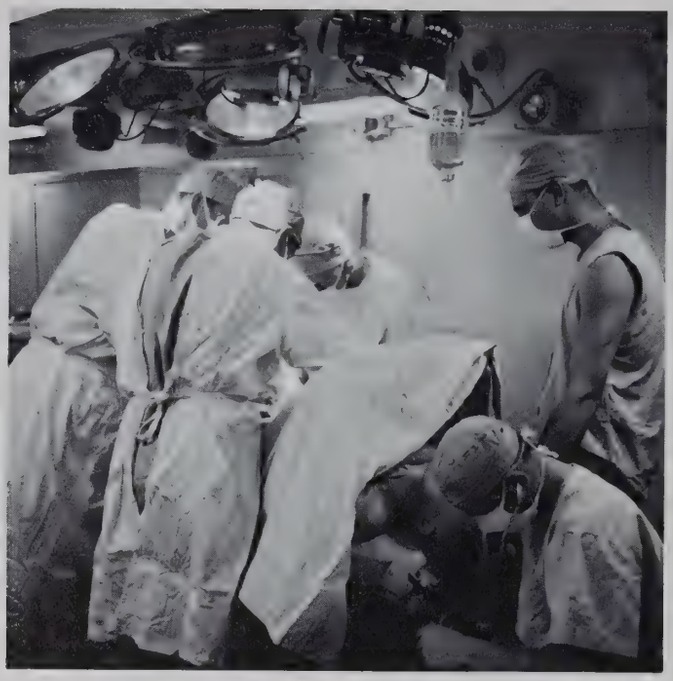
Front row: ROSEBROUGH, TRACY, STUCKEY, SPICER, HOLMES, CODY. Second row: PARKS, DRISCOLL, CLUGSTON, FIELD, SMITH, LAMICA, CHRISMAN, BONNETTE, KELLERHOUSE, SAUVAGE, CHRISTENSEN, CARR, CHRISTENSON. Third row. TENGA, THORPE, McCOMB, MARSDEN, KIEHM, NAGY, SMART, RANCOURT, PERRY, BESIADA, WILSON, VETT, SUTHRELAND, LOONEY. Fourth row: HAYS, STONE, STANIFER, YOUNG, WOEHRLE, BERTON, FRANK, LESHER, FILIPKOWSKI, McCARTHY.

DOMAIN of the GOLDEN DRAGON
To All Mariners, Wherever Ye May Be... Be it known that on the 23rd day of August, nineteen hundred and sixty-three at 23°.31, N latitude and 180 longitude, the United States Ship Oriskany CVA-34, bound west to the ancient and mysterious Orient, appeared within the Royal Domain of the Golden Dragon.
Be it remembered that the said vessel, her officers and crew thereof were inspected and passed on by the undersigned and His Royal Staff; and, Be It Further Known that _____ having been found worthy to be numbered as one of his Trusty Members, was duly initiated into the Ancient and Sacred Order of the Golden Dragon.
Commanding

A NAVY CUSTOM—CROSSING THE INTERNATIONAL DATE LINE

Before World War II, when U. S. Navy transports HENDERSON and CHAUMONT made frequent cruises across the Pacific to the Far East, a ritual of initiation is some respects similar to that of "crossing the line" took place when the ships crossed the International Date Line on the voyages to the westward. The neophytes, both officers and men, were subpoenaed for appearance before the Court of the Grand Dragon, where sentence was pronounced and initiation took place. As in the preliminaries for the Neptune ceremonies, considerable amusement was derived from the mock charges and specifications with humorous incidents stressed and slight personal idiosyncrasies exaggerated. Advance radio dispatches and bulletins supposedly received from Officers of the Court of the Grand Dragon, served "to build up the act," heightened interest, and often added to the apprehension of those about to be initiated. Those who "passed the test" were given small cards attesting to that fact. Those issued on men-of-war that crossed the one hundred eightieth meridian during the War in the Pacific usually stated that the ship was "on a mission of war to effect the 'Setting of the Rising Sun.'"

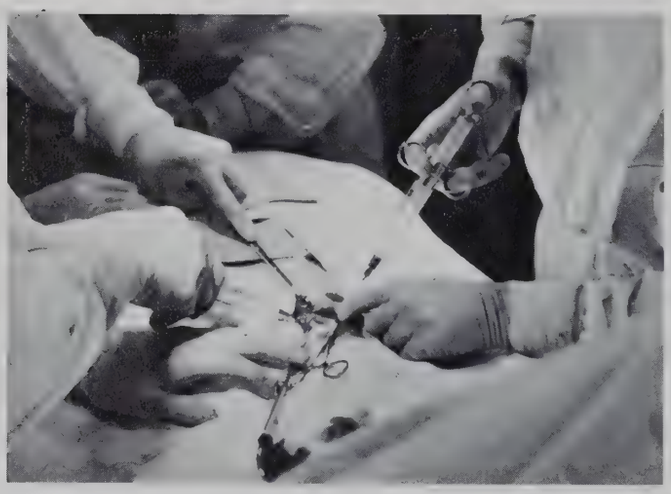
Naval Customs Traditions and Usage
Vice Admiral Leland P. Lovette, USN (Ret.)



Scalpel - - - - -

- - hemostat! - - -

OPERATION AT SEA



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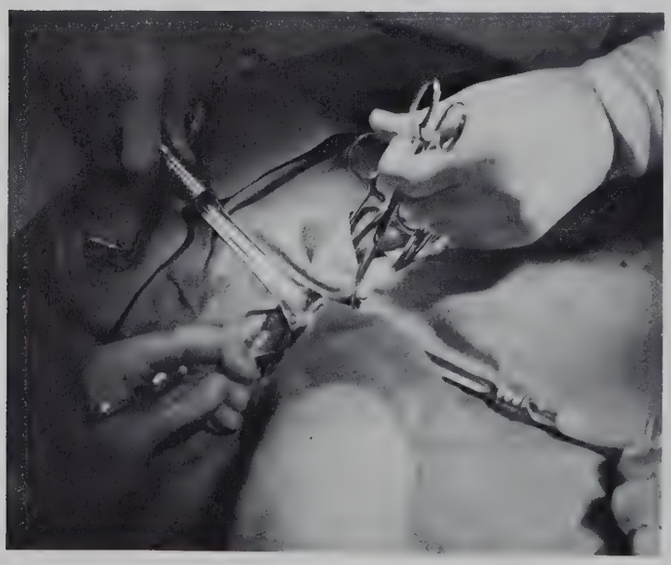
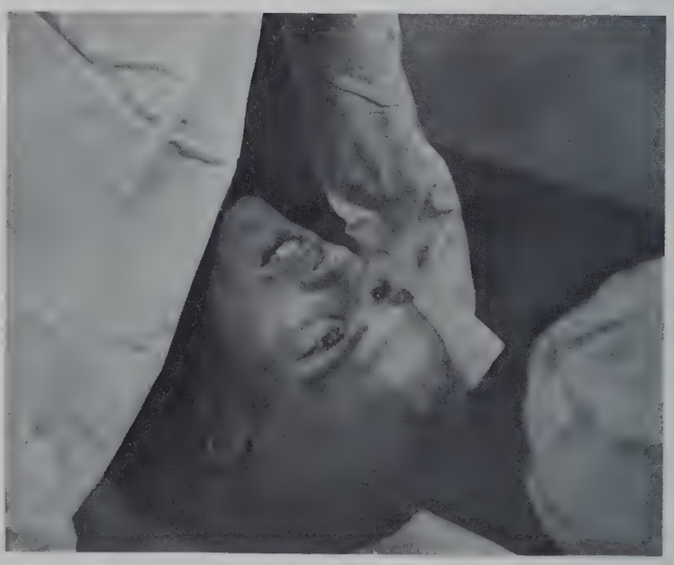
Photos by LCDR WETZ



- - retractor - - -



"Hurry up!"

Careful now - - -

- - tie it off - - -

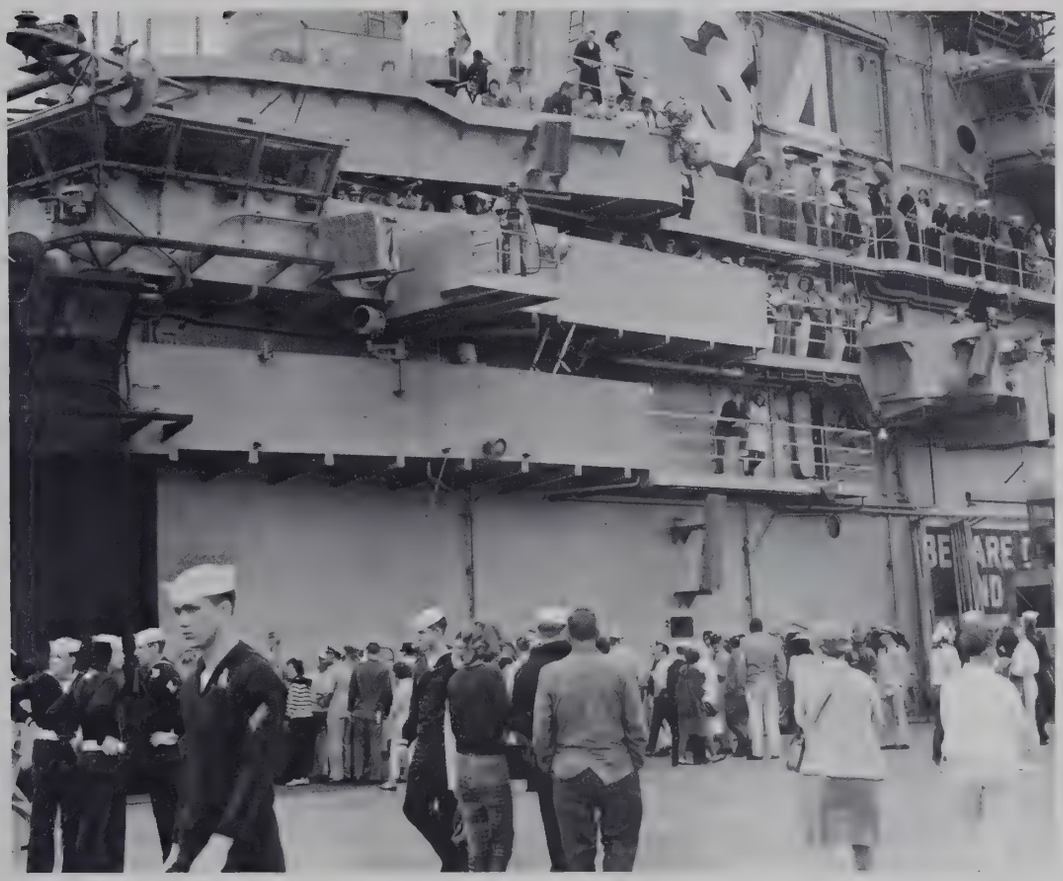
It all began in the morning when he woke up with an ache in the upper abdomen. At sick bay, a loss of appetite and nausea were noted and confinement indicated. During the afternoon things seemed to improve, but that evening the pain descended to the lower right side of the abdomen and the white cell count skyrocketed. An operation was indicated. A spinal tap was given and the operation began.

The next day our patient was up and didn't remember anything of the operation. Five days later he was returned to his division.

- - - the offending appendix

"I just wanted to run out of there!"

DEPENDENTS' DAY CRUISE



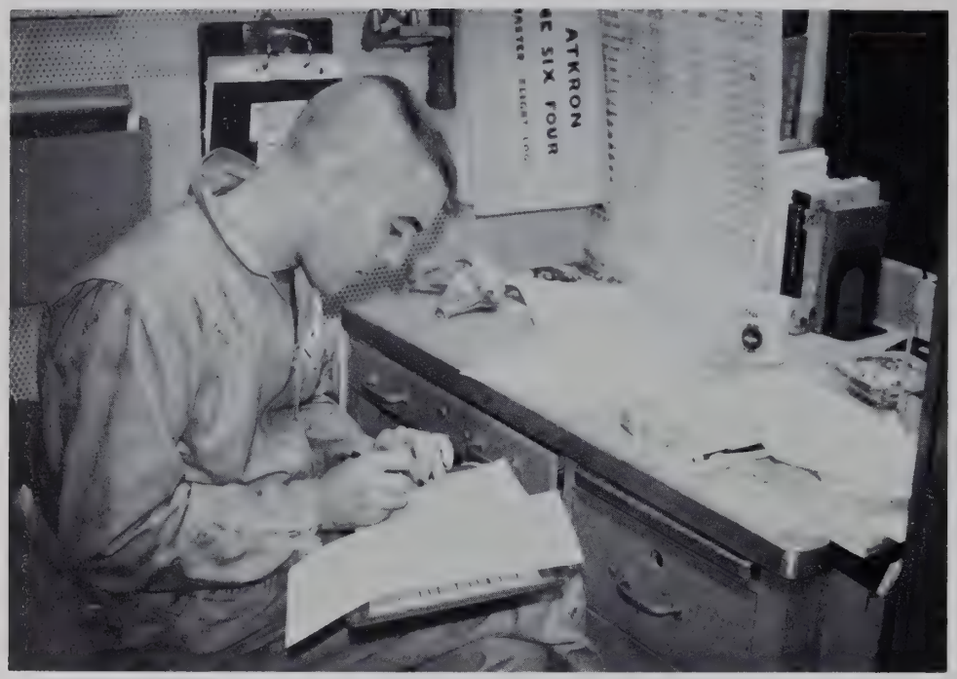
Our Dependents' Day Cruise on May the 18th was a real opportunity for us to show our families how it feels to live and work on an attack carrier.

Our families and friends came on board early in the morning, had a cup of coffee and some doughnuts, and we were underway. As much as possible, the dependents stayed with their sponsors, and when we were safely outside of the harbor, we launched our planes and put on an air show.

The weather hampered things a little, but still our pilots were able to give a good demonstration of the power that we can bring to bear.

When the day was over, we all went home tired, but satisfied. Our families and friends had had an opportunity to see a carrier in action first hand, something very few people get to do.

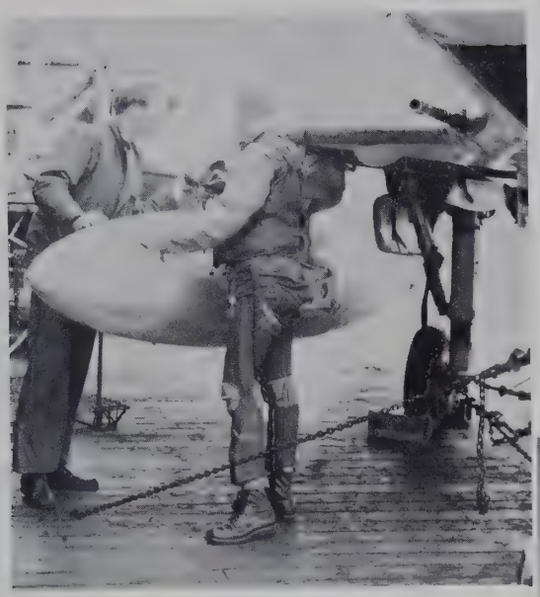
Was the day a success? All you had to do was to listen to the conversation as our guests - - - over seventeen hundred of them - - - left, and you knew that it was.



The day begins the night before with the Flight Officer up late writing the schedule.

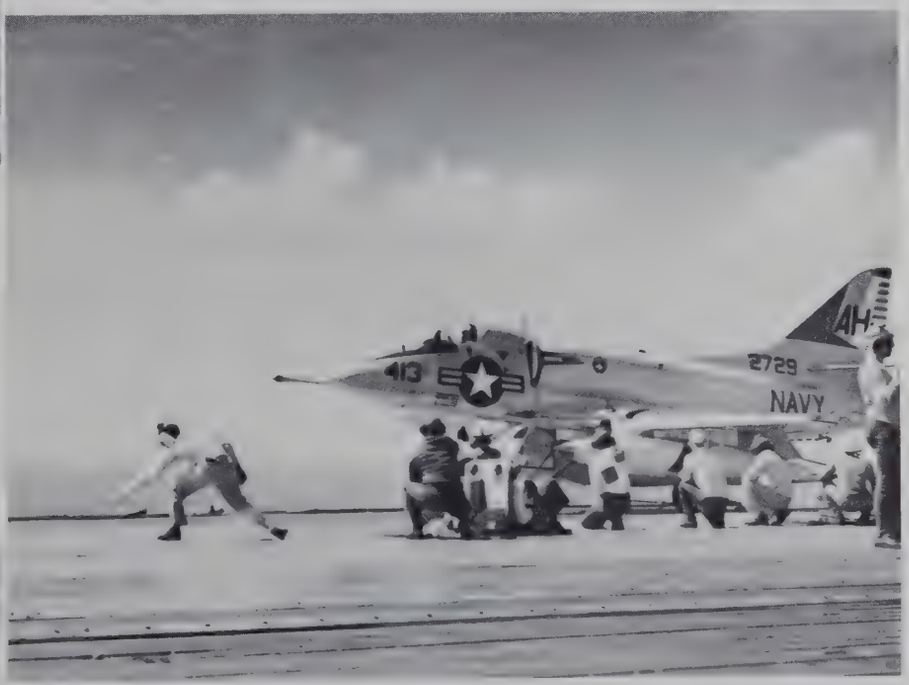
The Squadron Air Intelligence Officer briefs the Pilots on their assigned mission.

The flight is planned in detail prior to manning aircraft.



The Pilot and Plane Captain Carefully Preflight the Assigned Aircraft.

Once Started, the Pilot Taxis His Plane Forward to the Catapult and Is Ready to Launch.



The Catapult Officer Gives the Signal and Our Pilot Is On His Way.

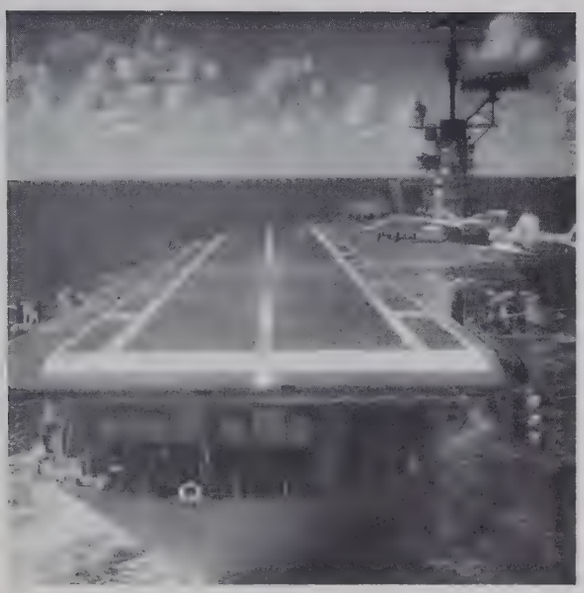
The Flight is Joined and They Fly High Over the Water As They Head for Land and Their "Target."

As They Approach Land, They Go Low To "Skim the Waves!"

The Coastline is Reached, Navigation over Land Begins, and the Flight Will Soon Be Completed

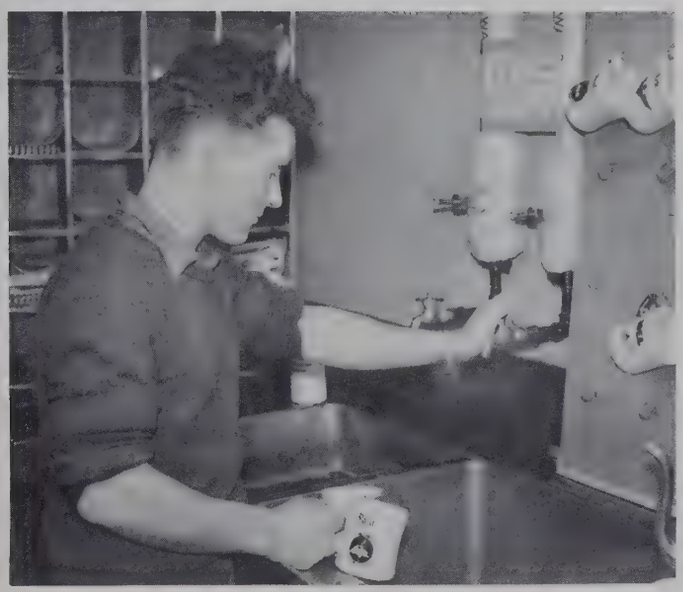
Back At the Ship, Our Tanker Pilot Gives Fuel to the "Always Hungry Fighters";

While Our LSO Stands Ready to Bring the Aircraft Aboard.



Our Pilots Return home After Another Successful Flight, and Catch the Wire That Brings Them to a Stop. Have You Wondered What it Looks Like from The Cockpit?

The Flight Is Debriefed and Once Again Our Air Intelligence Officer Is An Interested Participant.



Could We Exist Without the Everpresent Coffee Prepared by the Best Coffeemaker There Is?

A Squadron Could Not Function Without Paperwork, and Our Administrative Tasks Are Many and Varied.

The Admin and Personnel Office

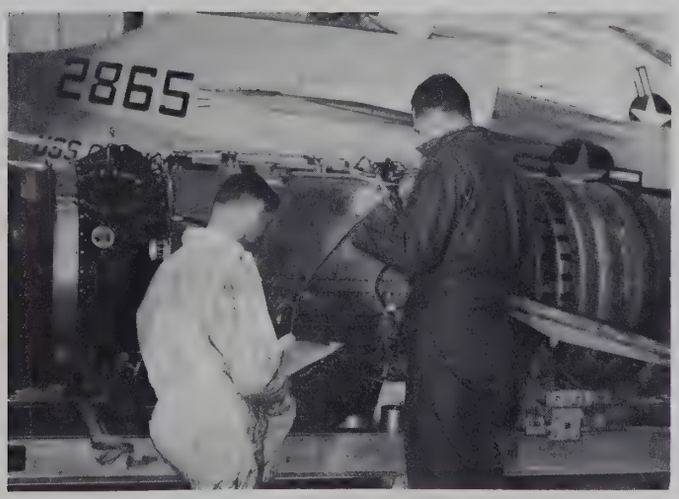
The Aircraft Logs and Publications

Passageways Always Need Cleaning.

Our Supply Headquarters

The Long Day Finally Ends and The Squadron Duty Officer Wearily Completes A Log of the Day's Activities.

Many Hours of Maintenance Are Required to Keep the Complex Systems of the A4B in Perfect Flying Condition. The Work Goes On Throughout the Night.



Wetz

- - - - and the long trip to the - - - -

Wetz

"Away the Whale Boat."

Wetz

Washington Standard is made - - - -

Wetz

- - - - to be lifted out - - -

Wetz

- - - - and the whaleboat returns - - -

RESCUE AT SEA

Wetz

- - - and our friend is - - -

- - - - passed to helping hands - - -

The *San Diego Press Dispatch* summed up the operation this way. "The attack aircraft carrier USS ORISKANY conducted a transfer at sea with the S. S. WASHINGTON STANDARD early this month to aid an injured seaman.

"Able Seaman John M. Alsup, husband of Lois A. Alsup of 4326 Burkeway, Freemont, California, was stricken with a hemorrhaging duodenal ulcer with complication from a hemophilia condition.

"ORISKANY diverted from her original course to give aid when the WASHINGTON STANDARD radioed that she did not have facilities aboard for treatment. Alsup was brought aboard ORISKANY via a motor whale boat accompanied by a member of the medical staff.

"Alsup's condition has now stabilized and has been moved from the critical to the serious list. The prognosis remains guarded, however, steady improvement is now anticipated.

"ORISKANY, commanded by Captain Herman J. TRUM, will transfer the patient to a hospital in Pearl Harbor and then continue steaming on her six month Far Eastern deployment with the Powerful U. S. Seventh Fleet."

ZONE INSPECTION

Zone inspections constitute a necessary part of the routine life of the ship. Through these inspections, ORISKANY is continually checked to see that she is kept in the best possible state of cleanliness and material preservation.

The zone inspection really begins long before the inspecting party arrives at the space. Usually about a week ahead of time the "word" is put out in the Plan of the Day that there will be an inspection. The time and the day are specified and the crew goes to work.

Bulkheads are scrubbed and the paint touched up. Anything that is broken is fixed and the compartment is made shipshape.

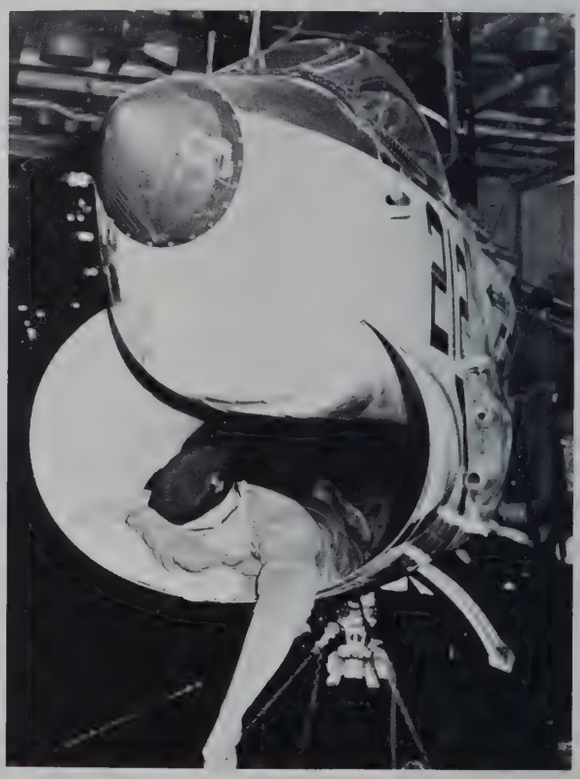
Finally the moment arrives and the inspecting party is on hand. The space is presented, and the inspecting officer checks everything. You have done all that anyone could, and you get the grade you deserve—OUTSTANDING!

All photos by LCDR Wetz

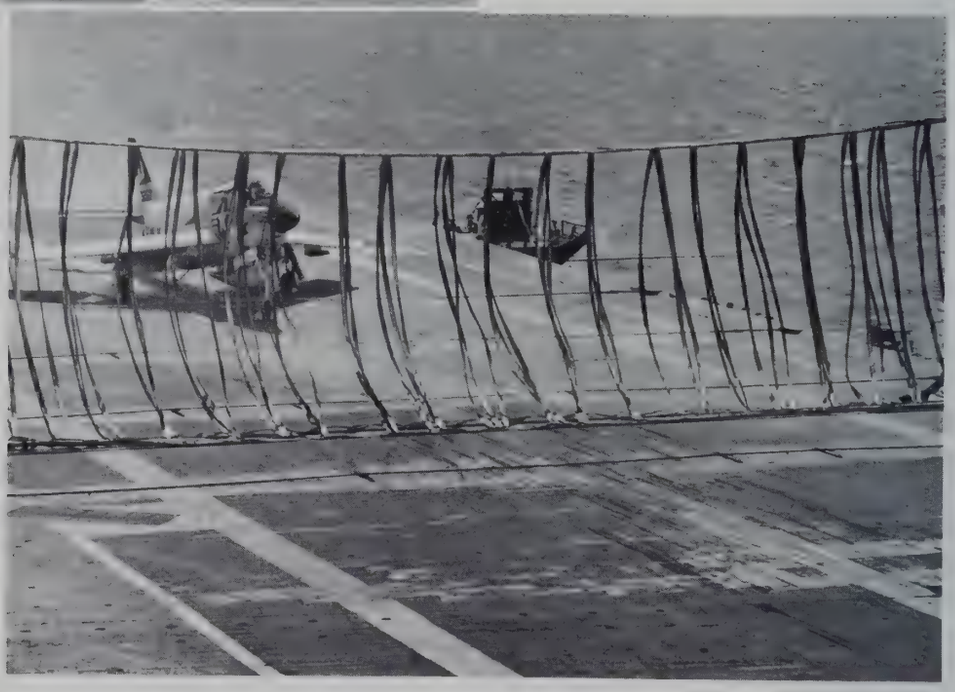
SLEEPERS MAN YOUR PADS!

When an attack carrier operates around the clock, the times that men can crawl into their beds and sleep are few and far between. You get dog tired and sleep becomes more and more important. Finally, you reach the point where you would rather sleep than eat or anything else. Suddenly, the nearest place, where you wouldn't even think of sleeping if you weren't so dog tired, becomes your bed.

These pages are dedicated to all those exhausted men who have given so much to make ORISKANY the ship that she is.



JET
DANGER
INTAKE



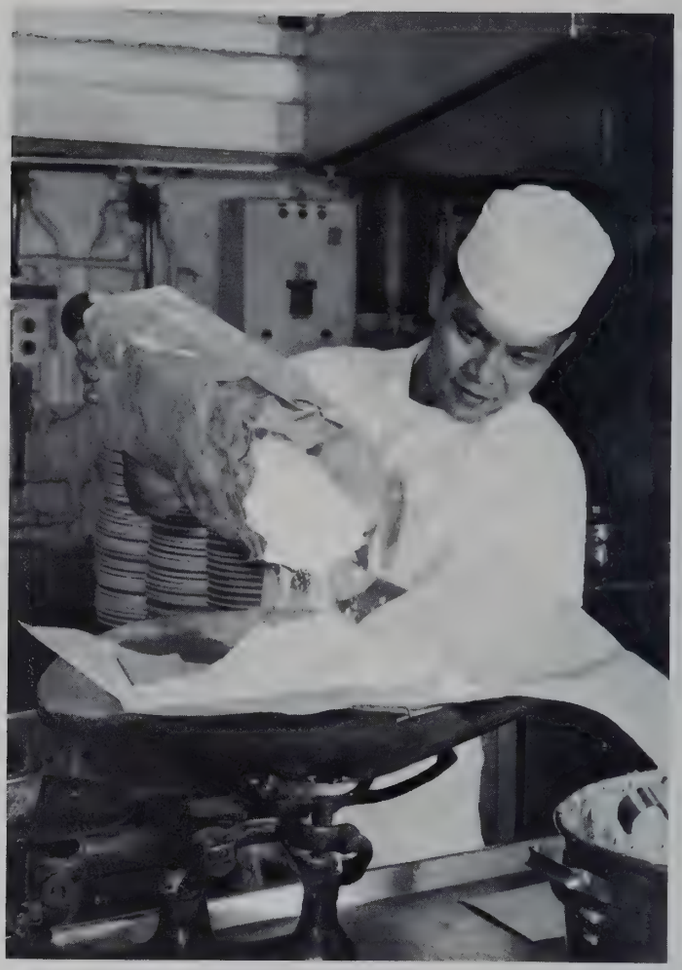
When a situation arises where for some reason the pilot cannot make a normal landing back on board the carrier, the order is given to "Rig the Barricade!" The flight deck swarms with personnel dragging out the barricade, and in a matter of a hundred or so seconds they clear the flight deck and the barricade has been rigged.

Into this barricade the pilot flies a normal carrier pass. As he rolls up the deck into the webbing it comes loose from the stantions and pulls out the cables attaching it to its arresting gear engine. The arresting gear engine pays out the cable, and the aircraft is brought gently to a stop.

This sequence of pictures shows a letter perfect engagement. This was the product of proper functioning of equipment and a perfect approach and landing by the pilot. The result? The airplane is safely back on board with only the most minor damage and will be flying in the next day's launch.

INTO THE STRINGS!

THE WARDROOM MESS



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UNREPS

From the air it looks like this - - - -

- - - - as the replenishment ship sees us.

The vast majority of ORISKANY's food and fuel on this deployment were taken during UNREP'S—underway replenishments. These are carried out by the two ships steaming side by side and then rigging fuel hoses or lines between them. The stores to be transferred are then carried across on these lines.

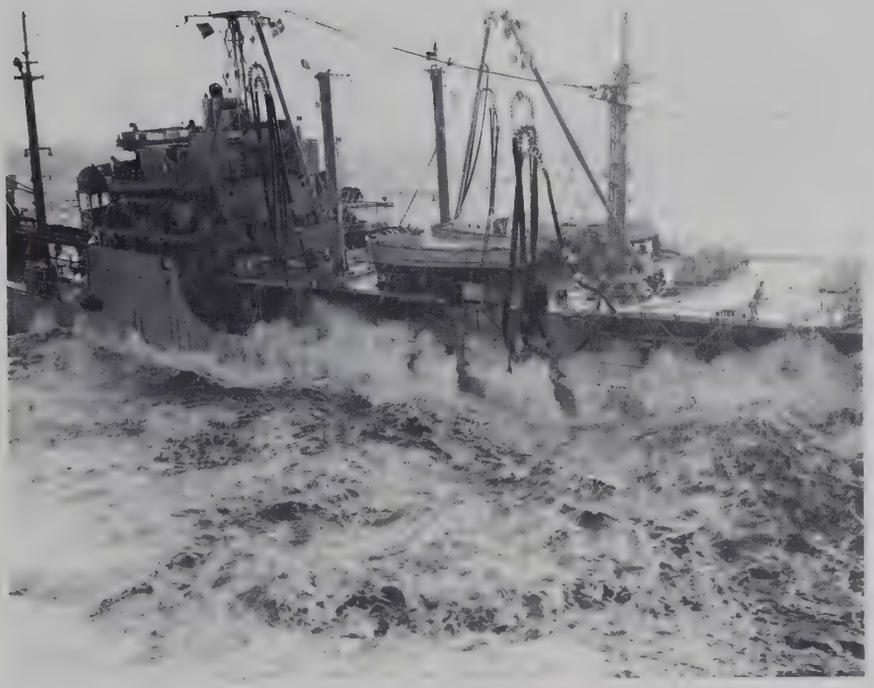
It is during UNREP's that the deck crew really shines. ORISKANY's rig and unrig times have been exceptional, and her along side time at a minimum.

To watch an UNREP it appears that all is confusion, but when the loads are totaled up, we always find that we have loaded much more than we could have taken from a pier in the same length of time.

Sometimes, too, we refuel our frigates.

- - - - - that's what a thirty foot wave looks like.

For a real thrill, you can't beat a night hi-line ride.



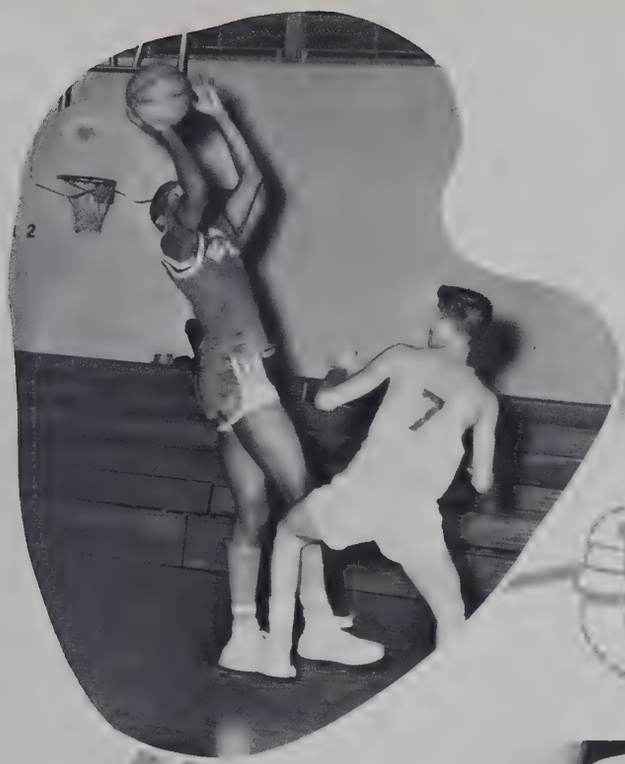
Sometimes it's just too rough.

- - - - - - and then there's another ton and a half of flour on board.

SEVENTH FLEET CHAMPIONS

On December 28, 1963, the ORISKANY basketball team proudly accepted the trophy for and title of Seventh Fleet Champions at Yokosuka, Japan. Prior to gaining the Seventh Fleet Championship the team placed second in Subic Bay and third in Sasebo tournaments.

Front row (L-R): R. Baquera (head coach), MeMurray, Capt. Crowder, H. Johnson (assistant coach), White, Dildy. Middle row: Herriel, Romero, Ens. Lowe. Rear row: Moore, Myles, Tillman, Davis, Post, Miles, Ladendorff, Lincoln, J. Grant (manager).



Oriskany	67
Vernon County	51
Oriskany	66
Blue	41

Oriskany	53
Castor	35

ORISKANY	ORDFAC
86	48

Team coach R. Baquera presents Seventh Fleet Championship trophy to Captain Trum.

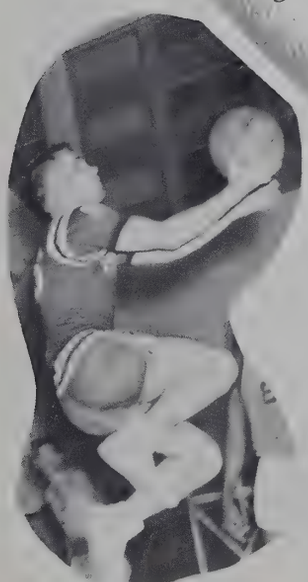
ORISKANY	MINFLOT
76	71

Oriskany	78
Hector	70

Oriskany	51
King	34

Oriskany	66
Mahan	57

Oriskany	54
Tokyo U.	53
Oriskany	80
Ajax	71



THE CHAPLAINS

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Chaplain Carl ELWOOD.

Whether they are conducting Sunday Morning Church Services, setting up tours, giving personal advice, or getting a medical report on a sick loved one back in the states, our chaplains are always ready and willing to help. Our grateful thanks to Chaplain ELWOOD and Chaplain CALLAHAN for all that they have done for us all.

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Sunday morning service, complete with airplanes.

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Chaplain James CALLAHAN

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"It was a good service, Chaplain."

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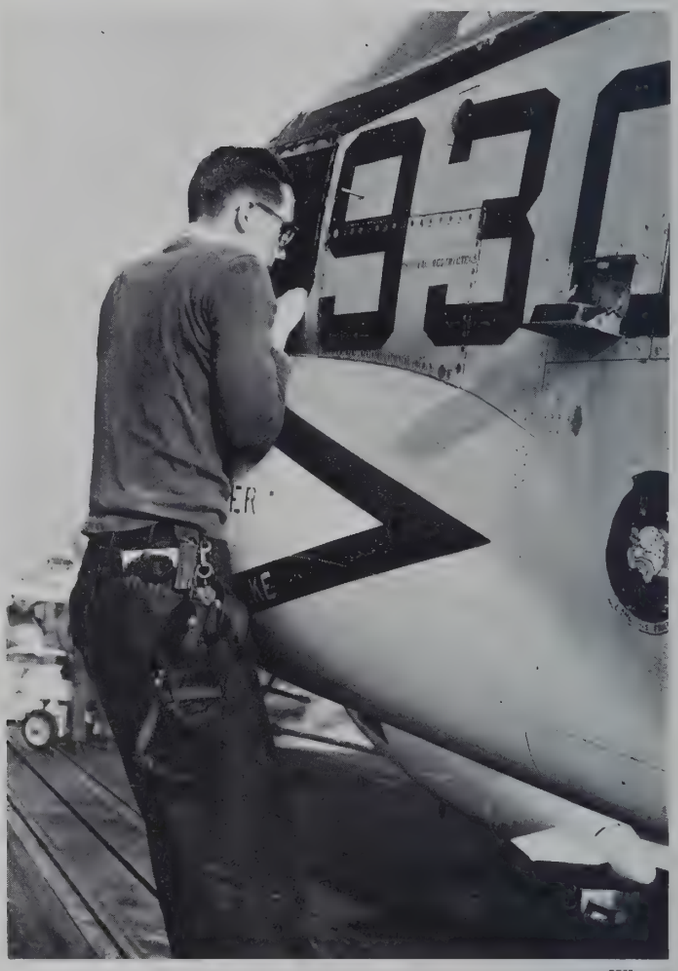
FLIGHT OPERATIONS



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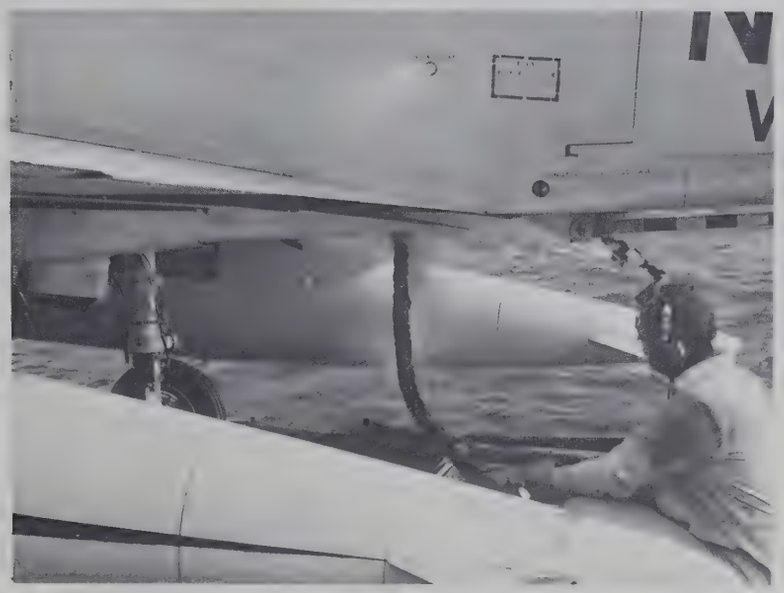
It is on the flight deck that we see the culmination of efforts of the entire crew. On these pages you will see the myraid of tasks performed by the flight deck crew. Their efforts are the obvious part of launching and recovering aircraft.

More subtle, but just as necessary are the efforts of all the rest of the crew—the tailors, the cooks, the engineers, the electricians, the technicians and all the rest. To all those who have given so much to make ORISKANY all that she is we give our hearty "Well Done!"



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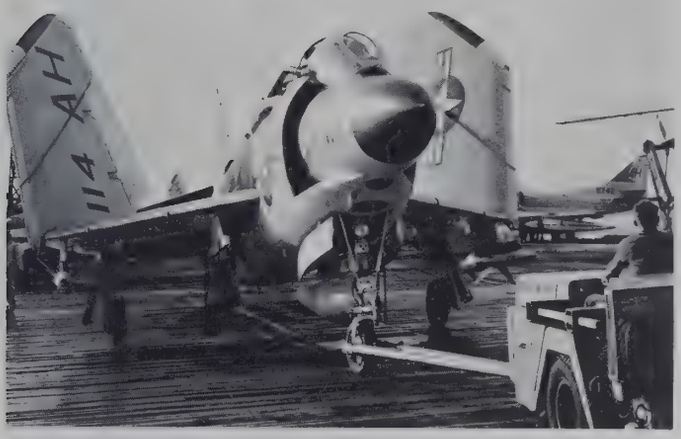

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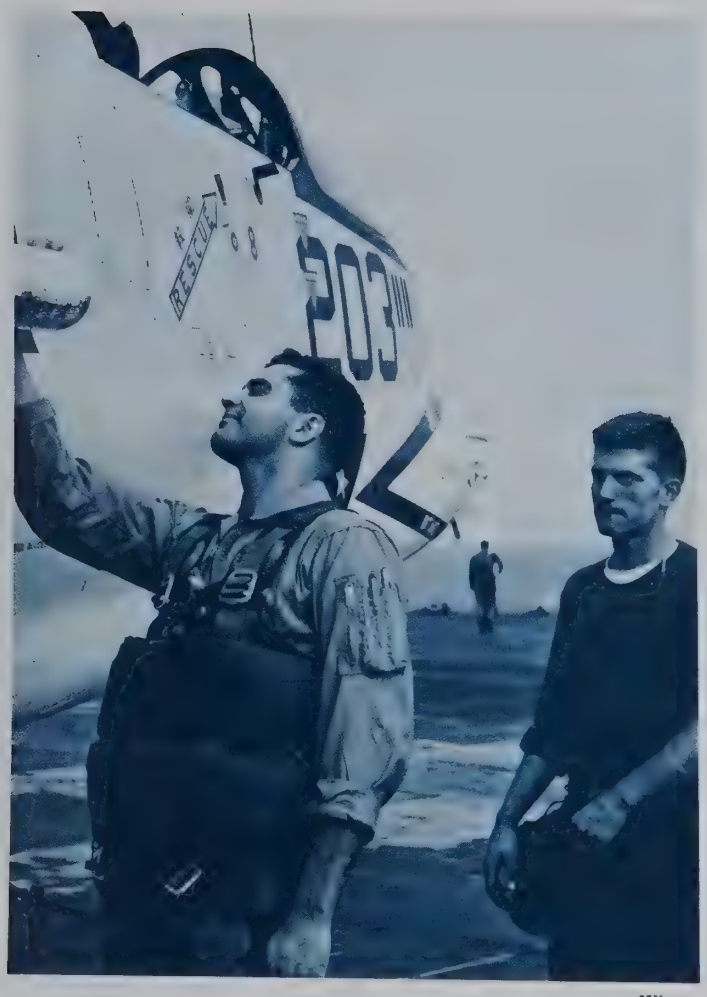

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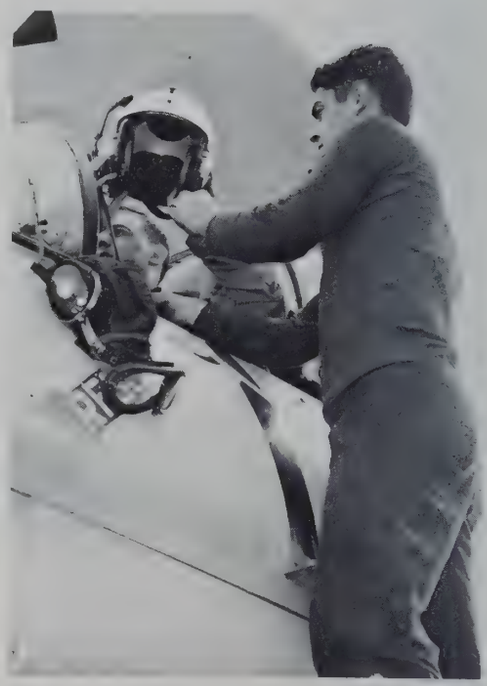

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AH
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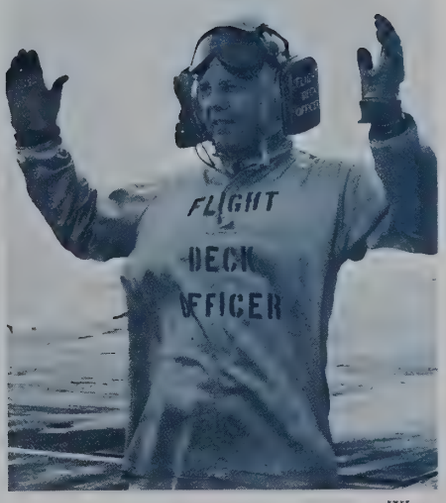

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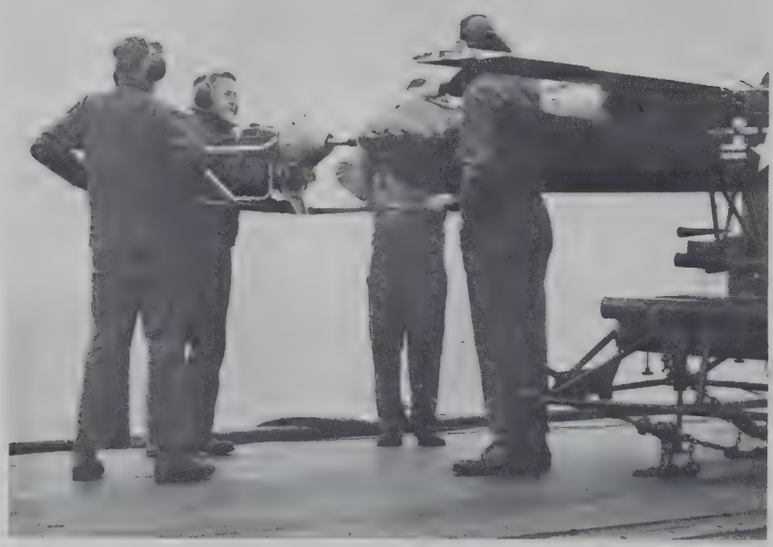
DRONE SHOOT

The baby birds final pre-flight



"Start the props!"

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Blast off!

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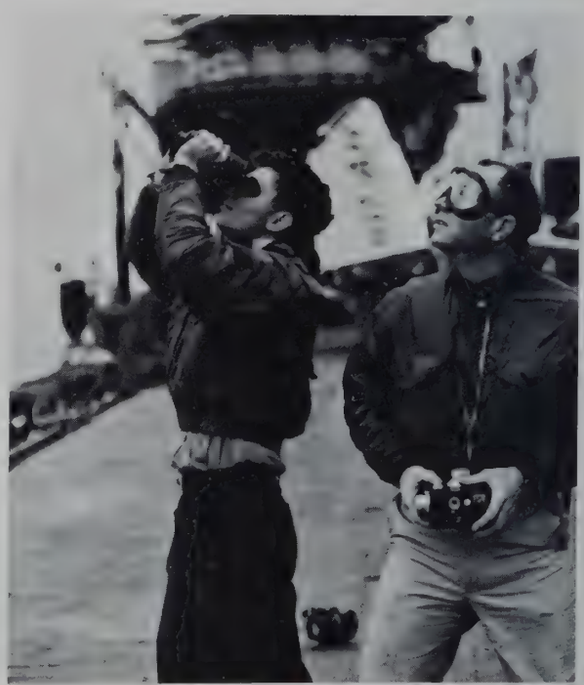

All systems are go!

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"You may fire when ready, Grady!"

"Oh, No!" Wetz

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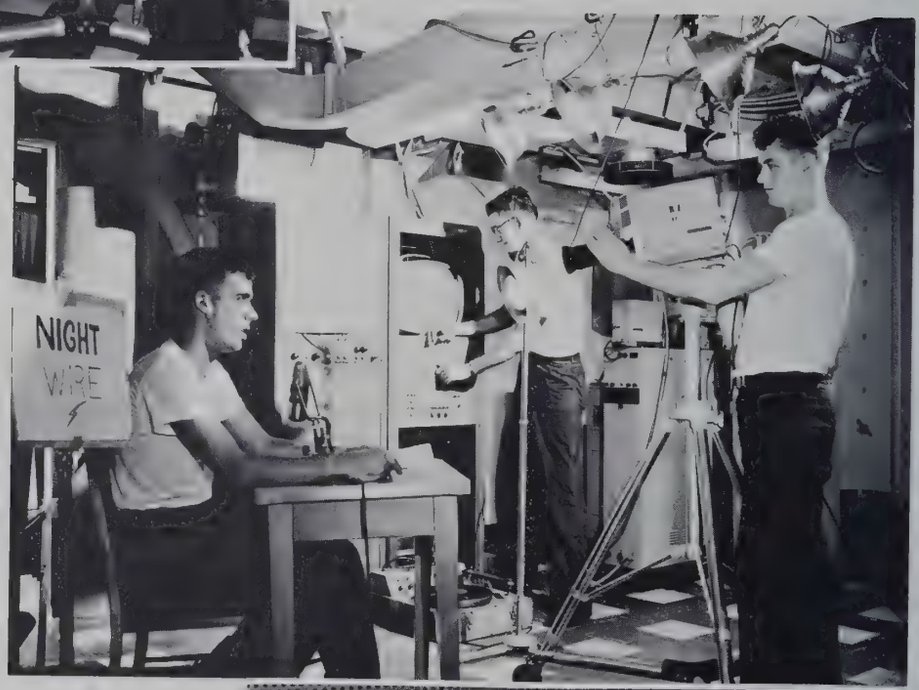
There's a hit!

. . . and you salvage what you can.

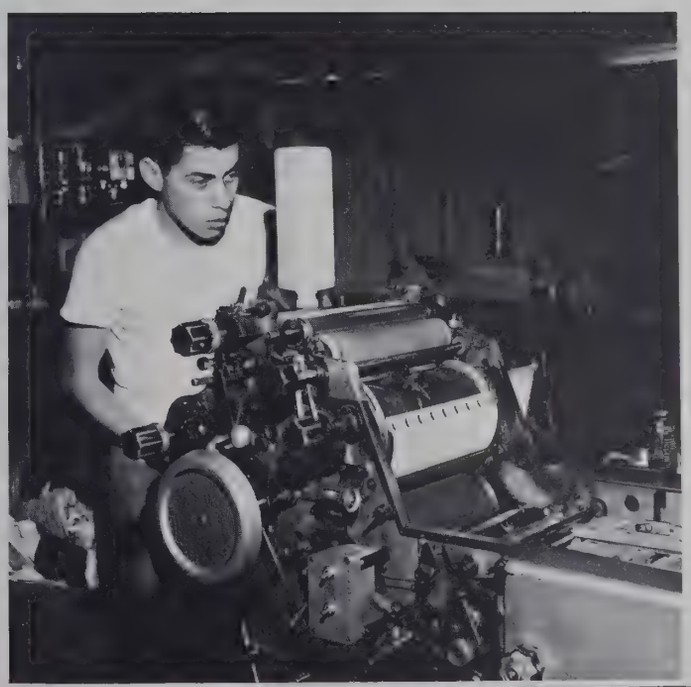
WLTZ

KRIS



The ship's entertainment system consists of a radio station and a closed circuit TV. Our favorite program, though, came over the 1 MC and was known as the "Water Hour."

THE PRINT SHOP



The print shop is one of those places on the ship that few people ever see or think about, but it is from here that all the Plans of the Day, the Morning Muskets, The Herkimer Heralds, and the Captain's letters to our families are printed.

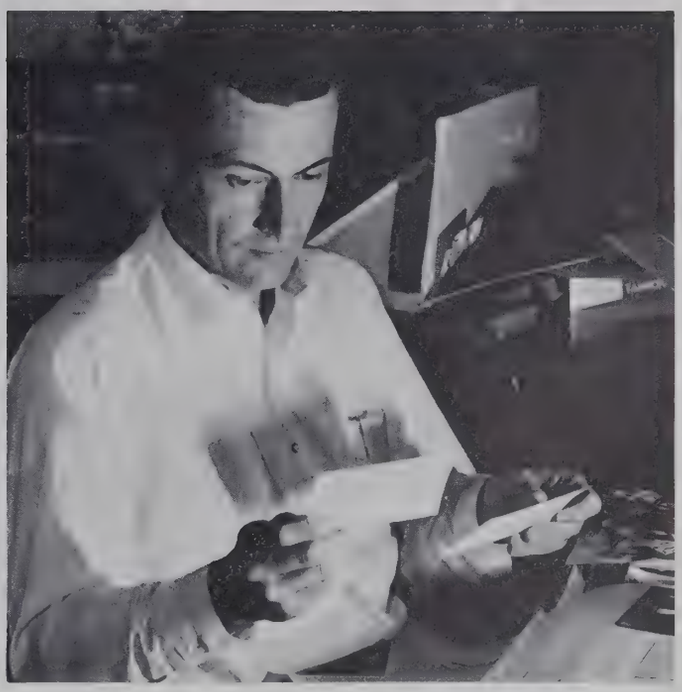
Certainly by their efforts our life on board has been more pleasant.

Cruise Books are faced with many problems, not the least of which is getting everyone's picture. There are the continuing problems of uniform, retakes, other activities taking precedence, and just the simple problem of getting all three thousand people to stop in front of the camera for the 1/250th of a second that it takes the shutter to open and close.

Throughout it all, though, there was one group that stands out in our minds as being the most willing and cooperative--------and we got their picture in just one try.

Our deepest gratitude to them.

Editor
LT C. M. Avenenge



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We would like to take this opportunity to thank the many others who helped in numerous ways to produce this cruise book.

IN MEMORIAM

William P. Fisher, Airman, United States Navy

Joseph F. Belger, Commander, United States Navy

John T. Leonhardt, Fireman Apprentice, United States Navy

Michael A. Zibilich, Lieutenant Commander, United States Navy

Philip D. Mackey, Machinist's Mate Third Class, United States Naval Reserve

Warren W. Whitehead, Seaman Apprentice, United States Navy

John W. Wilson, Lieutenant, United States Naval Reserve

Oh Captain! My Captain!

O CAPTAIN! my Captain! our fearful trip is done,
The ship has weather'd every rack, the prize we sought is won,
The port is near, the bells I hear, the people all exulting,
While follows eyes the steady keel, the vessel grim and darling;
But O heart! heart! heart!
O the bleeding drops of red!
Where on the deck my Captain lies,
Fallen cold and dead.

O Captain! my Captain! rise up and hear the bells;
Rise up—for you the flag is flung—for you the bugle trills,
For you bouquets and ribbon'd wreaths—for you the shores crowding,
For you they call, the swaying mass, their eager faces turning;
Here, Captain! dear father!
This arm beneath your head!
It is some dream that on the deck
You've fallen cold and dead.

My Captain does not answer, his lips are pale and still,
My father does not feel my arm, he has no pulse nor will;
The ship is anchor'd safe and sound, its voyage closed and done.
From fearful trip the victor ship comes in with object won.

Walt Whitman, upon assassination of Abraham Lincoln